3M BRAND MICROFILM

START OF ROLL

ROLL NO.

202

CONSTRUCTION CONTRACTS

8795

OREGON DEPARTMENT OF TRANSPORTATION

1978 UPRR 2nd St. O'Xing 8795
(La Grande) Sec. FAU Rt 4645
(Grade, pave & structure) #2

RR	777	12-30-74
C'a	5993 ~~5943~~	1-31-77
C'a	6315	12-12-77
C'a	6399	1-23-78
RR	935	8-7-78
C'a	6966	1-5-79

8795

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 26, 1978

FILE: FAUS

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: H. G. Brainerd
Reg. R/W Supervisor

REGION 4

SUBJECT: File 50103-3200

2nd St. Viaduct, City of LaGrande
Union County

Attached you will find six copies of one original Option form covering easements to be acquired in connection with the 2nd Street Viaduct in the City of LaGrande in Union County.

The Federal Aid Project Number is M-TQM-4645 (2).

File No.	Name	Area
50103-3200	Earl T. Cookson	Easements

AC:nn
Enc. 1 Option, etc.
cc: W. E. Schwartz
M. Mead
F. Lowe
Title
A. Riveness
G. Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
DEC 26 1978
File: PM FA
TAA _____ LG OP

8795

Date 12-12-78 PROJECT MANAGEMENT OFFICE MEMO

Subject ~~Inspection For La Grande Br Project~~ File No. _____

Received (call) (~~visit~~) from John Jenkins

Address _____

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion: Oregon Bridge hired Ed Reif to inspect structural steel in Utah. He can't keep up. Current proposal involves hiring State of Utah. We have no state to state agreement and Utah doesn't want to work for private parties. Holmes assures no special consulting agreement needed. Suggested to John he try again to have Oreg Br hire State of Utah and assure they will reimburse Utah. We can immediately reimburse Oreg Br

Signature A Nemier

Or we can pay Utah direct after Oreg Br approves billing

cc John Jenkins 12-12-78

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE EAE CCE OM Other

VR M

8795

OBEC **CONSULTING ENGINEERS**

PROJECT MANAGEMENT
PME ☐ CCE ☐ OE ☐
LGE ☐ FAE ☐ TE ☐
DEC 14 1978
FILE: PM FA LG OP
TAA Holmes

RECEIVED
DEC 13 1978
MATERIALS DIVISION
OFFICE

December 12, 1978

Mr. John Jenkins
Department of Transportation
Shops Area
2950 State Street
Salem, Oregon 97310

Re: 2nd Street Overcrossing
of UPRR, La Grande
FAU #4645
OBEC Job No. 91-3

Dear John:

As you are aware from your discussions with Bill Hall of our office we are in need of additional inspection help for the fabrication of the steel box girders for the above project.

Bill Hall and Ed Rief have talked with Boyd Zollinger of the Utah Highway Department and we would like to obtain their inspection services to assist Ed. The only way the Utah Highway Department can provide this service is to have the Oregon Department of Transportation request it, with payment for services on a State to State basis. Therefore, we would like to request your assistance in establishing a contract to provide this service.

For your general information the Utah Highway Department has furnished us with the following information concerning salaires, etc.:

1) They will be working the majority of the swing shift from 4:30 to 11:00, and will require 1.5 times their base salary plus 42% overhead to the State. This amounts to approximately $16.00 to $17.20 per hour for the two employees involved. This appears consistent with Pittsburgh Lab wages of $16.50 straight time and $20.00 for overtime.

2) The two Utah State employees involved will be working their normal 8 hour day plus swing shift, i.e., one employee will work swing Monday, Tuesday, Thursday and Friday the other will take Wednesday. Boyd Zollinger says they use this procedure quite often and are satisfied with it.

NOTED
JOHN C. JENKINS

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

If you need any additional information please let us know. We will be looking forward to hearing from you.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb

Form E-147 8795

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

10/25/78

LA GRANDE

TYPE FUNDING		City's Original Request	ORIGINAL FUNDING	Adjusted Costs.
SBR Prelim. Eng		$ 50,000	$ 57,000	—0—
FAU Right of Way		$ 35,000	$ 16,450	—0—
Utilities (Inc R/R Utility work $ $24,700.50)		—0—	$ 127,800	$ 236,358
SBR Const. less	Utilities	$ 1,415,000	$ 2,136,300	$ 2,186,442
PUC	X'ING FUND		$ 150,000	—0—
R/R	Work for STATE		$ 89,201	—0—

R/R Paying EXTRA Monies by agreement and
R/R will NOT Pay More Than $ 221,375 with To

SHEET ..... OF ..... SHEETS

	AMOUNT Used to DATE	% FUNDED	PREFIX		
	$ 61,741 31	75-25	331 - 1930		Also $ 17,000 Pre-Pre Engr by City (Not eligible for IBR-Advance Work)
	$ 19,864 13	86-7-7	331 - 2509		
	— 0 —	86-7-7	331 - 1098		
	— 0 —	75-25	331 - 1098		

and PUC Order No 77-819 $ 17,750

Total Cost of Project Not to Exceed $ 2,300,000

8795

cc: State (H. S. Coulter)

STATE COPY

INITIAL REPORT

10-24-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-24-78	David B. Carter, Area Engineer	BRM-M4645(3)

IN COMPANY WITH: Bud Van Cleave, Region Liaison Engr., Bob Hector, Bob Hector, Region 5 Construction Engineer, OSHD

RECEIVED STATE HWY ENGR NOV 2 '78 REFER TO FOR Sign D/R R/D Inves Info File

LOCATION: Second Street, City of LaGrande, Oregon

CONTRACTOR NAME AND ADDRESS: Hensel Phelps Construction Co., P.O. Box 1978, Vancouver, Washington 98665

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-11-78	$2,043,000.00	11-30-79	----	9-5-78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	----	20

REMARKS

UPRR 2nd ST. O'Xing (LA GRANDE) SECTION
FAU-4645
Grade, Pave and Structure

This project provides for the replacement of the existing second street overcrossing of the UPRR tracks. Also included in the work is associated approach grading and paving and various utility work.

The construction engineering is being accomplished by Oregon Bridge Engineering Company on a consulting basis to the City of LaGrande. The contract was advertised and awarded by the Oregon State Highway Division.

The Contractor is erecting the reinforced earth retaining walls on the south side of the crossing. This work appears to be progressing satisfactorily. Excavation and forming work is being done on the north side of the crossing for the reinforced earth wall foundations.

The approach spans to the existing truss have been removed. The steel truss is still in place.

The road closure barricades in place are not as specified in the special provisions. Mr. Van Cleave indicated the Contractor has been made aware of this situation. The proper barricades should be installed as soon as possible.

8775

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
L. JAMES BERGMANN
ASSISTANT GENERAL SOLICITOR
JOHN F. WEISSER, JR.
ALLARD J. HEITKEMPER
GENERAL ATTORNEYS
JEFF S. ASAY
ROY P. FARWELL
ASSISTANT GENERAL ATTORNEYS
CAROLYN L. LARSON
ATTORNEY

628 PITTOCK BLOCK
PORTLAND, OREGON 97205
(503) 249-2711

MAILING ADDRESS:
P. O. BOX 4265
PORTLAND, OREGON 97208

October 17, 1978

315-1-70

Robert A. Petersen, Esq.
Helm & Petersen
Lawyers
1215 Washington Avenue
La Grande, Oregon 97850

NOTED
R.D. TRYGSTAD

Re: OPUC Docket SXF 879
Second Street Overcrossing
La Grande

Dear Mr. Petersen:

I have received your letter dated October 13, 1978, and the reply of the City of La Grande to the position taken by the Union Pacific Railroad Company. I have been in contact with Mr. Donald Still of the Public Utility Commissioner's office, and he advises that a meeting of all interested parties may be arranged for October 30th or 31st. I believe it would be best to refrain from entering into any settlement discussions until that meeting, and I look forward to seeing you there.

Very truly yours,

RANDALL B. KESTER

Original Signed by
Jeff S. Asay

by _____
Jeff S. Asay
(Direct Line: 249-2315)

JSA:r

cc: Oregon Public Utility Commissioner
Salem, Oregon 97310
Attention: Mr. Donald Still

Oregon Department of Transportation
Salem, Oregon 97310
Attention: Mr. Roger Trygstad

cc: [illegible] W. Wimer

cc Roger Lang 10/19 ahb

RECEIVED
OCT 16 1978
RR & UTILITY UNIT

8795 10-16-78

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 879

In the Matter of the Application of the CITY OF LA GRANDE, Oregon, for the authority, pursuant to ORS 763,030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.	REPLY OF THE CITY OF LA GRANDE TO UNION PACIFIC RAILROAD COMPANY AND OREGON DEPARTMENT OF TRANSPORTATION.

NOTED
R.D. TRYGSTAD

TO: Public Utility Commissioner of the State of Oregon
Oregon, Washington Railroad and Navigation Company
and its leasee, Union Pacific Railroad Company
Oregon Department of Transportation

The City of La Grande would like to make the following comments concerning the reply of the Union Pacific Railroad filed in the above entitled matter on or about September 14, 1978:

The City contends that all costs incurred in reconstruction of the overcrossing should all be considered part of the project, and as such, are subject to the formula for distributing costs as set forth by the Public Utility Commissioner. Preliminary engineering costs obviously would be part of the costs of reconstruction of the overcrossing. To further demonstrate that these have been considered by all parties as part of the costs of construction, many of the matters contained in the preliminary engineering cost related to the railroad's efforts (successfully) to raise the height of the bridge from 24 to 26 feet. Even though the railroad had "no design control" over the bridge their request to have the bridge raised created many design problems that were eventually solved during the preliminary engineering stage.

Robert A. Petersen
Of Attorneys for the City of
La Grande

XC: G. W. Wimer

HELM & PETERSEN
1215 Washington Ave. P.O. Box 967
La Grande, Oregon 97850
(503) 963-3104

RECEIVED
OCT 16 1978
RR & UTILITY UNIT

STATE OF OREGON)
SS.
COUNTY OF UNION)

I, Robert A. Petersen, being first duly sworn, say that I am one of the attorneys for the City of La Grande and that the foregoing reply has been served upon the following individuals:

1. Public Utility Commissioner
   Salem, OR 97310

2. Jeff S. Asay
   Of Attorneys for
   Union Pacific Railroad Company
   P. O. Box 4265
   Portland, OR 97208

3. Mr. Roger Trygstad
   Oregon Department of Transportation
   Transportation Building
   Salem, OR 97310

and that the reply is true as I verily believe.

Robert A. Petersen

SUBSCRIBED and SWORN to before me this 13th day of October, 1978.

Notary Public for Oregon
My Commission Expires: 2/23/81

HELM & PETERSEN
1815 Washington Ave. P.O. Box 967
La Grande, Oregon 97850
(503) 963-3104

9715

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 9, 1978

RECEIVED
STATE HWY ENGR
OCT 10 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

David Astle
Assistant Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 879
Crossing No. 2A-289.80-A

Dear Dave:

In the Matter of the Application of the CITY OF LA GRANDE, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

This will acknowledge receipt of the Reply of Oregon-Washington Railroad and Navigation Company dated September 14, 1978, to the request by the City of La Grande for an order amending PUC Order No. 77-819 regarding the cost breakdown of the subject project.

We agree that clarification is necessary regarding assignment of Preliminary Engineering costs, Right of Way costs, Utilities costs and any items in which the Federal Government does not participate.

The Highway Division's position was explained in my earlier letter to you. Our interest is that the Highway Division does not incur any out-of-pocket cost. The agreements between the City and State ensure that the State is not responsible for costs not covered by Federal funds except for the State match of the local funds on the FAUS part of the project. The Highway Division would have no objection to a new allocation of costs among the City and the Railroad if you determine that such is in order.

If the Highway Division staff can be of any assistance in clarifying matters regarding the Federal funding programs being utilized or any other facet of this City bridge job, I would be happy to make the arrangements.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/aab
bc: H. S. Coulter
C. T. Keasey
J. Sollis
V. E. Skoog
G. W. Wimer

Form 81-734 3123

9795

9-25-78
JK:cw

UPRR 2nd St. O'Xing (La Grande)
Allocation of Costs

Description		Total Costs	Federal Funds	Highway Funds	City and Other Funds
Preliminary Engineering		$ 61,131.63	$ 45,511.69	$ -----	$ 15,619.94
Right of Way		19,756.49	16,951.07	1,402.71	1,402.71
Construction:	Roadway	426,112.00	319,584.00	-----	106,528.00
	Structure	1,763,880.00	1,322,910.00	-----	440,970.00
	Utility Work	211,657.00	181,537.00	15,060.00	15,060.00
TOTAL Project		$2,482,537.12	$1,886,493.76	$16,462.71	$579,580.65

City and Other Funds Summary:

Oregon Public Utility Commissioner (PUC)	Lump Sum	$150,000.00
City of LaGrande; Fixed Share plus ½X		205,915.33
Union Pacific Railroad (UPRR); Fixed Share plus ½X		223,665.32
		$579,580.65

X = Total City & Other Funds, less PUC lump sum, less City Fixed Share, less UPRR Fixed Share.
579,580.65 - 150,000.00 - 118,250.00 - 136,000.00 = 175,330.65

Summary of Funds:

FHWA	$1,886,493.76
OSHD	16,462.71
City	205,915.33
OPUC	150,000.00
UPRR	223,665.32
Total	$2,482,537.12

Note = Based on PE, R/W, Utilities & Construction all being covered by PUC Order

rks:

Preliminary Engineering and Right of Way figures are actual costs to date. Minor adjustments may be made before finalling. Construction figures are based on the estimated cost of the contract and anticipated items.

Cost sharing as indicated is based on the various agreements between the parties involved.

City of LaGrande Deposits;	Preliminary Engineering	$ 14,250.00
	Right of Way	2,560.00
	Construction	204,450.00
	Total	$221,260.00

the present time, by consolidating deposits, the City of LaGrande's deposits exceed ir estimated costs by $15,344.67. ← Doesn't consider Question #1

stions:

ODOT Agreement No. RR-935 in Article I, paragraph (3) states *The total cost of said project, not exceeding TWO MILLION THREE HUNDRED THOUSAND DOLLARS ($2,300,000) shall be apportioned among and borne by the parties as set forth in said OPUC Order No. 77-819 dated December 5, 1977.*

What effect does this statement have since total costs are now estimated at $2,482,537.12?

Neither the railroad agreement or PUC order clearly indicate whether preliminary engineering or right of way are to be included in the total cost of the project.

8795

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the CITY OF LA GRANDE, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

FILE NO. SXF 879

NOTICE OF REPLY OF OWR&N DTD 9/14/78

SALEM, OREGON

~~September 21, 1978~~

TO: Roger D. Trygstad
Railroad and Utility Engineer
Oregon State Highway Division
Transportation Building
Salem, OR 97310

Oregon-Washington Railroad & Navigation Company has filed a Reply with the Public Utility Commissioner of Oregon, a copy of which is served upon you and is made a part hereof, and which the Commissioner will proceed to investigate as provided by law. All pleadings shall be served by the parties in this proceeding or by their attorneys of record within 20 days from the date of service hereof. The original together with three copies must be filed with this office and a certificate attached thereto indicating that all other parties to the proceeding have been served with a copy pursuant to OAR 860-13-070(2).

If no objections are to be entered, please notify the Commissioner in writing to that effect within 20 days from the date of service hereof, sending ORIGINAL and 5 copies of letter.

If necessary, this matter will be set for formal hearing, notice of time and place thereof will be given, and you will be entitled to be heard and to have process to enforce the attendance of witnesses.

Kindly accept service of this notice and acknowledge receipt thereof on duplicate pink copy, and return same to this office.

Respectfully,

PUBLIC UTILITY COMMISSIONER
OF OREGON

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LCE ☐ FAE ☐ CFE ☐
SEP 25 1978

TAA McDebrandt File: PM FA LG OP

Your comments please
Attach copies reference
data high lighted to
specific items mentioned.

RECEIVED
SEP 25 1978
RR & UTILITY UNIT

Rail/bk-3290C

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 879

In the Matter of the Application of the CITY OF LA GRANDE, Oregon, for the authority, pursuant to ORS 763,030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.	REPLY OF OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY, TO LETTERS FROM CITY OF LA GRANDE AND OREGON DEPARTMENT OF TRANSPORTATION

TO THE PUBLIC UTILITY COMMISSIONER OF OREGON AND TO THE CITY OF LA GRANDE AND THE OREGON DEPARTMENT OF TRANSPORTATION:

The Union Pacific Railroad Company objects to the request of the City of La Grande for an order amending Order No. 77-819 and to its request to surcharge the Railroad Company with costs which are not project costs within the terms of Order No. 77-819.

Order No. 77-819 authorized the City of La Grande to remove an existing overcrossing structure at Second Street and to replace it with a new structure as set forth in the terms of the Order. The estimated cost of the project on December 5, 1977, the date of the Order, was $1,617,000.00, and the City made no objection to such Order at that time. Subsequently, on July 5, 1978, the City, the Oregon Department of Transportation, and the Railroad entered into an agreement (ODOT No. RR-935) providing for the undertaking of the project and increasing the total cost to a sum not exceeding $2,300,000.00. This agreement contains the following provisions (as paraphrased):

1. Art. I, Par.(1): The project includes, insofar as the Railroad is concerned, the reconstruction of the portion of the highway on and above the Railroad's property.

PUC Order States Total project Construction Cost

2. Art. I, Par.(3): The total cost of the project will not exceed $2,300,000.00, and this total will be apportioned as set forth in Order No. 77-819.

3. Exhibit B, Sec. 1, Par.(c): If any other property is required for the project (other than Railroad properties covered by Exhibit A), the City will acquire such property at its own expense, and without any expense to the Railroad.

4. Exhibit B, Sec. 2, Par.(b) and (c): Except as specifically provided for in the agreement, the City will bear all costs of construction.

Combining these provisions and Order No. 77-819 yields the following: the Railroad is required to pay not more than $121,375.00 ($136,000.00 plus 12-1/2% of $2,300,000.00 - $1,617,000.00) toward the properly allocated costs of the project. The City is now attempting to surcharge the Railroad in violation of both the Order and the agreement. First, additional right-of-way and utility relocation costs ($16,450.00) are costs which under the agreement are the sole responsibility of the City. Second, preliminary engineering costs ($74,000.00) relate to matters solely within the control of the City (or the Department of Transportation), i.e., the type and size of the bridge. The Railroad has no design control over the bridge and such costs are not specifically provided for in the agreement or in the Order.

The fact that the Federal Special Bridge Replacement Fund would not assume any of the costs of the right-of-way acquisition or preliminary engineering verifies the Railroad's position that such costs are not properly part of the project, i.e., the reconstruction of the overcrossing.

For the reasons set forth above, the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company object to any modification or

amendment of OPUC Order No. 77-819 and to any attempt to surcharge the project cost share of the Railroad.

Dated: September 14, 1978.

Respectfully submitted,

RANDALL B. KESTER
L. JAMES BERGMANN
JEFF S. ASAY

by Jeff S. Asay

Of Attorneys for Railroad
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, and its Lessee, UNION PACIFIC RAILROAD COMPANY
P. O. Box 4265
Portland, Oregon 97208
Telephone: 249-2315

STATE OF OREGON)
) ss.
County of Multnomah)

I, Jeff S. Asay, being first duly sworn, say that I am one of the attorneys in the within entitled cause; and that the foregoing Reply of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, to Letters from City of La Grande and Oregon Department of Transportation is true, as I verily believe.

Jeff S. Asay

Subscribed and sworn to before me this 14th day of September, 1978.

Notary Public for Oregon
My commission expires: 11-11-79

8795

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: UPRR 2nd Street Overcrossing La Grande		WEEK ENDING: September 16, 1978
		SECTION PREFIX: 331-1098
HIGHWAY: FAU 4645		COUNTY: Union
NAME OF JOB: UPRR 2nd St. O'xing	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Hensel Phelps Construction Co.	CONTRACT NUMBER: 8795	FEDERAL AID PROJECT NUMBER: BRM-M-4645(3)
DATE OF CONTRACT: August 11, 1978	DATE WORK STARTED: September 5, 1978	ESTIMATED COMPLETION DATE: September 30, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 464	WORK DAYS USED / CALENDAR DAYS USED: 24
PROJECT AUTHORIZATION: $2,422,800.00	SPECIFIED COMPLETION DATE: November 30, 1979	PERCENT OF TIME ELAPSED: 5.17%
EXCLUSIVE OF ENGINEERING: $2,250,512.00	ENGINEERING AUTHORIZATION: $100,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0.65%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,250,512.00	ENGINEERING COST TO DATE: $ 8,978.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0.98%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 9.0%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	R.E.Walls	Utilities
-0-		-0-	-0-	-0-		-0-	-0-

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED	-0-	-0-			-0-
MILES COMPLETED	-0-	-0-			-0-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,570 CY	2500 Ton			1080 Ton
TOTAL QUANTITIES CORRECTED TO DATE	29,570 CY	2500 Ton			1080
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	-0-	-0-			-0-
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Office-tool shed trailer, Case 580C backhoe, 150 cfm compressor hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9069							
PERCENT	0.74%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	Mostly Cloudy	18	0	
MONDAY	11	Mostly Cloudy	19	0	
TUESDAY	12	Mostly Cloudy Showers	20	0	
WEDNESDAY	13	Partly Cloudy	21	0	
THURSDAY	14	Mostly Fair	22	0	
FRIDAY	15	Mostly Fair	23	0	
SATURDAY	16	Fair	24	0	

RECEIVED
SEP 21 1978
CONSTRUCTION BRANCH

Kassey, Richards, Jackmond, Berg, Hopkins, Inlow, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10 SUNDAY	No activity
11 MONDAY	Closed structure to traffic. Set barricades at each end. Start removing AC on South trestle. Gen Tel start splicing their cable. 22 bundles of RE Wall reinforcing stripes delivered today.
12 TUESDAY	Continue removing AC on South trestle. Gen Tel continue cable splicing.
13 WEDNESDAY	Continue removing deck on South trestle. GenTel continue cable splicing.
14 THURSDAY	Continue removing deck on South trestle. Gen Tel continue cable splicing.
15 FRIDAY	Continue removing deck and loading out debris at South trestle. Gen Tel continue cable splicing. Cal Pac Gas move in and start relocating gas line at 2nd and Palmer. 33 bundles of RE Wall reinforcing strips delivered today.
16 SATURDAY	No activity

REMARKS

Status: Structure closed to traffic. Deck removed from South trestle.
Cal Pac Electric lines 80% removed.
Cal Pac Gas lines 5% removed
Gen Tel lines 30% spliced out.

Next Week: Remove trestle at South end. Start excavation for RE Wall leveling pads.
Utilities continue removing lines.

SIGNED _____ LOCATION La Grande
OBEC Consulting Engineers

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8795 — 2-P 2

Form 81-734-1169 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name UPRR 2nd St. O'xing La Grande Date September 13, 1978

Highway FAU 4645 Contract No. 8795

County Union Prefix 331-1098

Contractor Hensel Phelps Construction Co. F. A. Project No. BRM-M-4645(3)

Address P.O. Box 1978, Vancouver, WA 98665 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: This is a no cost price agreement.

3020) Document change in specifications for Reinforced Earth Retaining Wall Reinforcing and Tie Strips, paragraph (b) and (c) on page 73 of Job Special Provisions and Supplemental Specifications.

Locations by station numbers:

8+79 to 12+55
16+08 to 19+04

Names of pay items, estimated quantities and agreed prices:

Bid Item 54. Concrete Face Panels 24,470 Sq.Ft. No cost and no change in quantities.

Specifications, basis of measurement and other provisions:

Specification change requested by R. E. Wall supplier, Reinforced Earth Co. Change from English to Metric system of measurement.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $2,422,800

Present estimate of project cost, including

$ No Cost for work under this order $2,422,800

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: H.N. VanCleave Resident Engineer

OBEC Consulting Engineers

Approval Recommended: Reg 5 Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Robert G. Ewing Contractor

Hensel Phelps Const. Co

Approved: D. B. Jackmond Deputy State Highway Engineer ~~Assistant State Highway Engineer or Office Engineer~~

10-3-78

SP*79603-734

City of La Grande Max C. Thompson, City Mgr. For Constr. 10-4-78

7

3795

HENSEL PHELPS CONSTRUCTION COMPANY

September 8, 1978

Oregon State Highway Division
Highway Administration Building
Salem, OR 97310

Attention: Mr. Fred Claybo

Subject: UPRR 2nd Street Overcrossing, LaGrande
Oregon State Contract No. 8795

Gentlemen:

In order to comply with requirements as stated in the Special Provisions for subject project, we hereby request 50 copies each of the following forms be forwarded to the undersigned for our submittal of approval of subcontractors:

Affirmative Action Requirements for Women and Minorities

Certification of Nondiscrimination in Employment

Form PR-1273 - Required Contract Provisions

Form PR-1391 - Annual EEO Report

Form 1409 - Semi-Annual Training Report

Form 257 - Monthly Employment Utilization Report

Your immediate attention to this matter will assure prompt submittal of our requests for approval of subcontractors on subject project.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Nanci Crepeau

Nanci Crepeau
Office Manager

nc

RECEIVED
DOT OPERATIONS
SEP 11 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

P.O. Box 1978, Vancouver, WA 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

795

PROJECT MANAGEMENT OFFICE MEMO

Date 9-12-78

Subject Second Street in La Grande File No.

Received (call) (~~visit~~) from Jim Kenis

Address

Made (call) (visit) to Phone 5034

Reason for contact and general discussion:

Says originally didn't get copy my reconciliation letter but now has one. Wonders if any resolution yet. Told him "No" & to follow agreements & letters to date will keep him posted of new developments.

Says Local Government Section & Federal Aid Section separation of costs should more closely agree & I'll follow up

Signature A Kenis

File ( ) ( ) (X) ( ) (C) ( ) ( ) (O) Hollebrandt
Circulate: PME LGE OPE FAE CCE OM Other

9715

ROBERT W. STRAUD
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 24 '78
REFER TO
FOR:
Info | Invest | R/D | D/R | Lim | Sig | Title

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Second St. O'xing Widening
Second St. O'xing (Hood River) Sec.
Columbia River Highway
Hood River County
Bridge 7459C

Enclosed are two prints each of drawings 33814, preliminary plan and elevation, and 33180, preliminary deck plan for the subject structure. Also enclosed are two sets of the preliminary grading plan sheets.

This widening on the north end will increase the turning radius to 55 feet for the northbound trucks, which now have difficulty making the turn. The sight distance will also be increased to about 200 feet due to this widening. The southerly widening is proposed to correct an undesirable sight distance of 80 feet. The widening will increase this sight distance to better than 300 feet.

The estimated cost of the structure widening is $70,000, which includes an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE
Leonard L. Wallace
Assistant Structural
Design Engineer

cc: ~~E.~~ S. Hunter
D. H. Moehring
R. N. Bothman w/prints

8775

OREGON STATE HIGHWAY DIVISION

Form 81-731-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of LaGrande
City Hall
LaGrande, Oregon 97850
Attention of Mr. Ma Thompson
City Engineer

Request No. (assigned by staff engineer or head of section) CC 1879

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $204,450.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$30,700.00	
		To be transferred to State Highway funds for the construction of the 2nd Street Viaduct.		$173,750.00
		Agreement No. 6315		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $204,450.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
331-1098-295

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8795

9

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

Hansel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8795 for work on the UPRR 2nd Street Overcrossing (La Grande) Section of FAU 4645 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Wendell Schwartz
W. A. Palmateer
c/o Oregon Bridge Engineering
P. O. Box 72
Springfield, OR 97477

8795

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1978

Mr. David Astle
Asst. PUC Commissioner
Salem, OR 97310

SXF 879
Crossing No. 2A-289.80-A

Dear Mr. Astle:

In the matter of the application of the City of La Grande, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

We have received the August 9th letter from Robert A. Peterson, indicating on behalf of the City of La Grande, that the City does not agree with the cost breakdown as outlined in Mr. Gerald Wimer's July 28th letter.

Attached is a copy of Mr. Wimer's response to Mr. Peterson, dated August 15, 1978. I feel this letter expresses the Highway Divisions position on this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:jmn
cc: H.S. Coulter w/attachments
C.T. Keasey "
J.L. Sollis "
V.E. Skoog "
G.W. Wimer "

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Form 734-3122 (Rev. 7-77)

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1978

Robert A. Petersen
Helm & Petersen
1215 Washington Ave.
La Grande, Oregon 97850

Dear Mr. Petersen:

Subject: Second Street Viaduct Project
FAU Route 4645
PUC Order No. 77-819

Your August 2, 1978 letter to me and your August 9, 1978 letter to Mr. David Astle, Asst. Public Utility Commissioner takes exception to the cost breakdown in my July 28, 1978 letter.

You did submit a $204,450.00 check so the project might proceed, and we did award the contract, with the understanding adjustments will be made based on;

1) further confirmation with the parties involved and,
2) final cost adjustments.

The following agreements and orders apply:

Preliminary Engineering Agreement (SBR); Jan. 31, 1977
Construction-Finance Agreement (SBR); Nov. 23, 1977
Right-of-Way & Utility Agreement (FAUS); Jan. 20, 1978
PUC Order No. 77-819; Dec. 5, 1977

Basically we look to the City of La Grande to make certain ODOT, Highway Division does not sustain any out of the pocket cost. The three agreements between the State and City call for the City to pay all costs that are not covered by Federal funds except the State matches portions of the local funds on the FAUS part of the project.

We tried in my July 28, 1978 letter to recognize that through the PUC Order, State Grade Crossing funds and Union Pacific Railroad participation would help pay these local match requirements. We may not have properly interpreted the Order and if so, adjustments should be made.

Such adjustments can be made upon concurrance by the parties concerned, if there is an adjustment that should be made at that time, or otherwise at the time of project completion as called for in paragraph 4 of "Things To Be Done By City" in the November 23, 1977 State-City Agreement.

Should a new or amended PUC Order be issued as requested in your Aug. 9, 1978 letter, it should not only address the question of Preliminary Engineering (PE) and Federal Aid Urban System (FAUS) funds but also those items in which the Federal Government doesn't participate and which must be paid 100 per cent by other than ODOT.

If we can be of further assistance in coming to an early conclusion on this matter, please advise.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GWW:dmc
cc: Max Thompson
La Grande City Mgr.
David Astle
Asst. PUC Commissioner
Randal B. Kester
Union Pacific Railroad
Jack Sollis
Chief Counsel
Verne E. Skoog
Highway Controller
Roger Trygstad
Railroad & Utilities Engineer
Roger Lang
Region FA Engineer

RECD
AUG 1978
RR & UTILITY Unit

8795

August 15, 1978

Robert A. Petersen
Helm & Petersen
1213 Washington Ave.
La Grande, Oregon 97850

Dear Mr. Petersen:

Subject: Second Street Viaduct Project
FAU Route 4645
PUC Order No. 77-819

Your August 2, 1978 letter to me and your August 9, 1978 letter to Mr. David Astle, Asst. Public Utility Commissioner takes exception to the cost breakdown in my July 28, 1978 letter.

You did submit a $204,460.00 check so the project might proceed, and we did award the contract, with the understanding adjustments will be made based on:

1) further confirmation with the parties involved and,
2) final cost adjustments.

The following agreements and orders apply:

Preliminary Engineering Agreement (SBR); Jan. 31, 1977
Construction-Finance Agreement (SBR); Nov. 23, 1977
Right-of-Way & Utility Agreement (FAUS); Jan. 20, 1978
PUC Order No. 77-819; Dec. 5, 1977

Basically we look to the City of La Grande to make certain ODOT, Highway Division does not sustain any out of the pocket cost. The three agreements between the State and City call for the City to pay all costs that are not covered by Federal funds except the State matches portions of the local funds on the FAUS part of the project.

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Prange
Zahner
Hillebrandt

Such adjustments can be made upon concurrance by the parties concerned, if there is an adjustment that should be made at that time, or otherwise at the time of project completion as called for in paragraph 4 of "Things To Be Done By City" in the November 23, 1977 State-City Agreement.

Should a new or amended PUC Order be issued as requested in your Aug. 9, 1978 letter, it should not only address the question of Preliminary Engineering (PE) and Federal Aid Urban System (FAUS) funds but also those items in which the Federal Government doesn't participate and which must be paid 100 per cent by other than ODOT.

If we can be of further assistance in coming to an early conclusion on this matter, please advise.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GWW:dac
cc: Max Thompson
La Grande City Mgr.
David Astle
Asst. PUC Commissioner
Randal B. Kester
Union Pacific Railroad
Jack Sollis
Chief Counsel
Verne E. Skoog
Highway Controller
Roger Trygstad
Railroad & Utilities Engineer
Roger Lang
Region FA Engineer

Received w/Mary Date (8-14-78)
E. Dave Mackey (8-15-78)

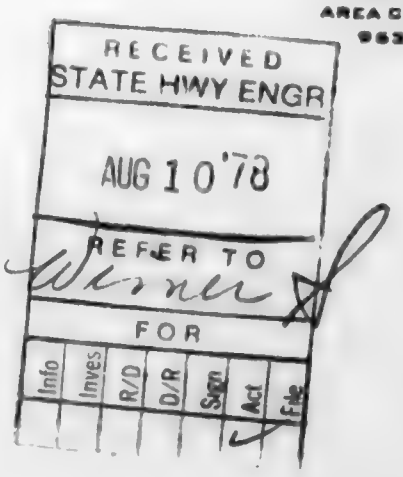
5

CARL G. HELM, SR. 1881-1948
CARL G. HELM
ROBERT A. PETERSEN

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

August 9, 1978



Mr. David Astle
Assistant Public Utility Commissioner
Salem, OR 97310

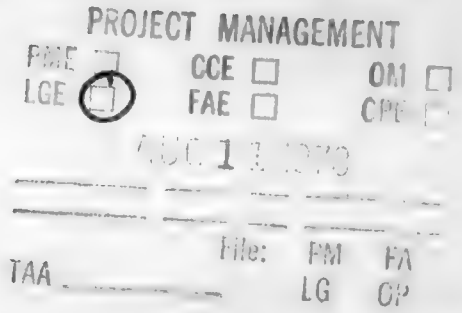
Re: City of La Grande - Union Pacific Railroad
Cost Sharing for Viaduct

Dear Mr. Astle:

I have previously written you regarding a proposal of the Department of Transportation by Mr. Gerald Wimer concerning a breakdown of the total cost of the viaduct. I indicated at that time that the City of La Grande does not agree with Mr. Wimer's figures.

The City believes that the intent of the Public Utility Commissioner's order was to provide that the railroad and the City would split the costs of building the over-pass that were not covered by various state and federal grants. The railroad was to pay seventeen thousand seven hundred and fifty dollars ($17,750.00) more than the City because of a design change in the viaduct that was made to accommodate the railroad.

Accordingly, the City has arrived at the breakdown of costs as reflected in the attached exhibit. You will note that we first calculated the total cost of the bridge using the figures of the Department of Transportation, and added in funds that the City has already expended for preliminary engineering work. Although the PUC Order does not specifically state that the money the City has already spent in preliminary engineering and design work would be subject to the formula, we are assuming that it will be included. You will note that the City is actually sharing in cost items that the railroad has submitted that total $108,000.00. We do not object to paying these items, but we feel that it is only fair that the railroad should also pay for work the City has done.



The only figures that are included in the exhibit that are not covered in the Department of Transportation letter of July 28, 1978 are the preliminary engineering costs of $56,000.00, 75% of which was paid by federal grant, leaving the City's share at $14,250. In addition, the City spent $1,000 for drilling test holes so that the engineers could determine the design of the piers, and an additional $16,000.00 in determining the type of structure and placement of the structure. These figures are also discussed in my letter of August 2, 1978.

A portion of the costs that Mr. Wimer delegated to the City are the costs of moving the utilities and acquiring right-of-way. The City was informed that SBR 75/25 matching funds would not be available, so an application was made through the Federal Aide to Urban Systems program and it has been indicated that we will receive a grant that will leave a balance of 7% of the total cost to be paid by the City and the railroad. This program is paid for from an 86% federal grant, and a 7% state grant. It is the City's position that the railroad should share equally in the 7% balance. That balance has been calculated at $17,696.56. The Department of Transportation letter allocates that entire sum to the City.

The City would respectfully request that the Public Utility Commissioner amend the order to reflect the changes that have occurred since the order was entered. Specifically, the grant obtained for utilities relocation and right-of-way acquisition needs to be considered because of the greater participation of the federal and state programs. We would also like to receive clarification on the items that are subject to the Public Utility Commissioner's Order No. 77-819.

EXHIBIT TO LETTER OF AUGUST ____, 1978

Estimated Total Cost - La Grande Second Street Viaduct:

$2,513,250.00

Note--figures arrived at as follows:

Estimated Total Costs (letter of July 28, 1978, from the Department of Transportation) -	2,422,800.00
Preliminary engineering -	74,000.00
Right-of-way acquisition -	16,450.00
	$2,513,250.00

Deduct state and federal grants from the total cost:

SBR Grant	1,639,831.50
Federal grant preliminary engineering:	42,750.00
Federal Aide to Urban Systems:	217,414.88
Oregon State-Aide to Urban Systems:	17,696.56
Public Utility Commission, Bridge Replacement:	150,000.00
	$2,067,692.94

The total state and federal grants should be deducted from the total cost of the project, leaving a balance of $445,557.06 to be paid for by local funds, which includes City of La Grande and Union Pacific Railroad reimbursement. The Public Utility Commissioner has already indicated that the City should pay $118,250.00, and the Railroad $136,000.00 which equals $254,250.00. The balance to be divided is $191,307.06, or an additional contribution by each party of $95,653.53. It is our understanding that the Union Pacific Railroad is going to be reimbursed approximately $108,000.00 for their costs incurred in relocating their system. The City is also requesting that we be given credit for the $33,810.00 Preliminary Engineering and Federal Aide to Urban Systems deposits that we have already paid on this project. The City's total share, adding the figures from the Public Utility Commissioner's order and the $95,653.53 would be $213,903.54. Deducting the $33,810.00 already paid would leave the City's obligation at $180,093.53. Accordingly, the City should receive a refund on the $204,450.00 deposit that has been already sent to the Department of Transportation of approximately $24,000.00. This assumes, of course, that the final total cost equals the costs outlined in this exhibit and the Department of Transportation letter from Mr. Wimer dated July 28, 1978.

Copies of this letter are being mailed to the Department of Transportation, Salem, Oregon; Oregon State Highway Department in La Grande, Oregon; and the Union Pacific Railroad.

Thank you for your attention in this matter.

Very truly yours,

Robert A. Petersen

RAP/mmm

cc: Department of Transportation
Salem, OR

Oregon State Highway Department
P. O. Box 850
La Grande, OR 97850

Mr. Randall B. Kester
Union Pacific Railroad
General Solicitor
P. O. Box 4265
Portland, OR 97208

CARL G. HELM, SR. 1881-1948
CARL G. HELM
ROBERT A. PETERSEN

HELM & PETERSEN

LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

August 2, 1978

Mr. Gerald W. Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, OR 97310

Re: La Grande Second Street Viaduct Section FAU 4645
PUC Order No. 77-819

Dear Mr. Wimer:

This firm represents the City of La Grande. We are in receipt of a letter dated July 28, 1978, wherein you have set forth an "Estimated Total Cost Breakdown" that would appear to be an initial computation of the share that the City of La Grande and the Union Pacific Railroad will contribute to the cost of construction of the Second Street Viaduct after reimbursement by various state and federal agencies.

The City disagrees with the formula that you have set forth. It was our understanding after the entry of the above referenced PUC order, that the City of La Grande and the railroad would share the costs that were incurred in construction of the viaduct on an equal basis. You will note that the PUC order provides that the railroad's share is to be $136,000 plus 12 1/2% of all costs above the initial estimate, and the City's share was to be $118,250.00 plus 12 1/2% of the costs incurred above the original estimate.

Your letter requires the City to bear the full cost of the unreimbursed portion of the estimate for utility relocation and right-of-way acquisition cost. In addition, the City's contribution does not reflect the $14,250.00 payment on preliminary engineering (the balance was paid by federal grant) or the $17,000.00 previously paid to Oregon Bridge Engineering Company for foundation exploration, traffic studies, and other preliminary engineering costs.

Received
$204,450.00
8-11-78
CR

It is the City's position that the railroad should share equally in all unreimbursed costs and we believe that this was the intent of the order previously entered by the Public Utility Commissioner.

Copies of this letter are being sent to the Public Utility Commissioner, Union Pacific Railroad, and Mr. Jack Sollis, Attorney General, who has evidently had some imput in determining the calculation for allocating cost between the City of La Grande and the Union Pacific Railroad.

We are enclosing our initial deposit so that the project will proceed as scheduled. We are assuming that your figures are subject to review, and that the City will receive reimbursement if our position is correct.

Very truly yours,

Robert A. Petersen

RAP:cg
cc: Mr. David Astle
Asst Public Utility Commissioner
Salem, OR 97310

Mr. Randall B. Kester
Union Pacific Railroad
General Solicitor
P. O. Box 4265
Portland, OR 97208

Mr. Jack Sollis
Assistant Attorney General
Department of Justice
Salem, OR 97310

Mr. Roger Lang, OSHD
P. O. Box 850
La Grande, OR 97850

3795

PROJECT MANAGEMENT OFFICE MEMO

Prange (D)
Zahner (DE)
Hildebrandt (DE)

Date 8-14-78

Subject Second St. Viaduct (Ft. Arnold) SBR Project File No.

Received (call) ~~(visit)~~ from Don Still PIC

Address

Made (call) (visit) to Phone 6191

Reason for contact and general discussion: Discussed financial problem for nearly an hour. After he prompted me what he could he planned to call City attorney. Told him I planned to write. He agreed project should be awarded. He said "State (75%) party of interest." Participation differential of $17,000 to raise structure 2' at UP request & expense. Didn't explain $118,250 of City Costs. Did answer my enquiry of his personal opinion, not staff position re "Total Project Construction Cost"

1) PE Grant (after 3-3-77 ?)
2) FAU " if not for window dressing
3) Non Participating"

Signature J Kumer

Split "local costs" May be difficult to amend. UP played hand to get.

File ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE EAE CTE OM Other

8725

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 14, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project BRM-M-4645(3)
UPRR 2nd St. O'xing (La Grande)

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Attn: Mr. Walt Hart, Structures

As requested in Mr. Hart's letter of July 20, 1978, this will confirm the advance approval date of June 22, 1978, for the use of Reinforced Earth walls on the subject project as being in the public interest.

The justification submitted by Mr. L. F. Pierce, Chief Engineer for OBEC Consulting Engineer and Mr. Hart's letter of July 20, 1978, is accepted.

For G. L. Green

cc:
Mr. D. E. Swan (Proj Mgt)

RECEIVED
TECHNICAL SERVICES
AUG 15 '78
REFER TO
Hart
FOR
Engr | Engr | Engr | Engr | Engr | Asst | Engr

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

July 20, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Reinforced Earth Walls
Second Street Overcrossing
LaGrande

OBEC Consulting Engineers, the consultants on the design of the Second Street Overcrossing, have called for reinforced earth walls on this project. This type of soil interaction structure is a proprietary item under license to the Reinforced Earth Company.

We have reviewed the plans for the RE walls both from an engineering and a cost standpoint. It is our opinion that the RE walls are the most satisfactory solution to the problem of containing the fills within the limited available right of way.

We believe that the public's interests are best served by the use of this proprietary item and request your approval of its use. The use of the proprietary RE walls on this project has been reviewed and approved by the State of Oregon's Public Contract Review Board.

WALTU

Walter J. Hart
Structural Design Engineer

WJH:dh

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
AUG 3'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apt | File

8775

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

August 11, 1978

P. O. BOX 8979
PORTLAND, OREGON 97208

D 315-2-113

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA ☐

AUG 14 1978
RECEIVED
REGION 5 OFFICE

Mr. Roger D. Trygstad
Railroad & Utility Engineer
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Trygstad:

Please refer to your letter of July 10 advising W. A. Palmateer has been appointed Resident Engineer on the Second Street Overcrossing Project at La Grande.

Our forces will work closely with Mr. Palmateer. As soon as definite schedule has been worked out with the contractor, we will assign an inspector to the project. Public Projects Engineer Orr has been working with you and Bill Hamilton doing the preliminary engineering and working out contract details, and it is anticipated that since our contract is with you and the city that some matters should properly be handled with the state.

We have discussed this with Mr. Van Cleve, and he concurs. For example, shoring and falsework drawings provided by the contractor are normally routed through the Highway Division for approval. Believe this should be done in this case.

Mr. Van Cleve is arranging a preliminary meeting with the consultants and Mr. Orr so some of the details can be worked out.

R-382

Yours very truly,
Original signed for
J. M. Krier
Superintendent

J. M. Krier

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CFL ☐
AUG 17 1978
File: PM FA LG OP
TAA

cc: City of La Grande
Attention: Mr. W. A. Hamilton
Mr. W. A. Palmateer - Oregon Bridge
Mr. W. E. Swartz - Oregon State Highway Div.
Mr. H. N. Van Cleve - State of Oregon
Dept. of Transportation

cy Wimer

8795

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley

W. A. Palmateer
c/o Ore. Br. Engineering
P. O. Box 72
Springfield, OR 97477

August 11, 1978

SAIF
Fran

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for work on the UPRR 2nd Street Overcrossing (La Grande) Section of FAU 4645 in Union County for the sum of $2,043,000 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of La Grande and the Federal Highway Administration and when the sum of $207,100 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8795.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8795
8-8-78

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF ..... SHEETS

2ND STR OXING (LA GRANDE)

ESTIMATED TOTAL COST $2,422,800.00

ESTIMATED TOTAL COST BREAKDOWN

ITEM	CONTRACT TOTALS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
SDR 75/25	$2,186,442	$1,639,831.50	-	$546,610.50
Urban Funds				
Utilities	236,358			
Right-of-Way	16,450			
	252,808	217,414.88	17,696.56	17,696.56
				$564,307.06
Locals Share PUC ORDER 77-819 GRADE CROSSING				- 150,000.00
				$414,307.06

#1 FIGURED ON R/R and CITY Paying 12½% of Costs above base of $1,617,000 with CITY Paying all of FAU Match.

U.P.R.R.		$ 136,000.00	
12½% of $569,442		71,180.25	
		$ 207,180.25	
CITY OF LA GRANDE		$ 118,250.00	
12½% of 569,442		71,180.25	
7% of 252,808		17,696.56	
		$ 207,126.81	
			$ 414,307.06

SP*52566-734

Form E-49a

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF ..... SHEETS

1	#2	Same as #1 only City and R/R						
2		splitting FAU Match.						
3								
4	U.P.R.R				$	136,000	00	
5	12½% of	569,442				71,180.	25	
6	3½% of	252,808				8,848	28	
7					$	216,028	53	
8								
9	City of	LaGrande			$	118,250	00	
10	12½% of	569,442				71,180.	25	
11	3½% of	252,808				8,848	28	
12					$	198,278	53	
13							$	414,307.06
14								
15								
16	#3 Controling on City Paying 12½% Total							
17	above base of $1,617,000, ignoring FAU.							
18	Match.							
19								
20	City of	LaGrande				118,250.00		
21	12½% of	822,250				102,781.25		
22						221,031.25		
23								
24	UPRR					136,000.00		
25	Balance of	A.D.				57,275.81		
26						193,275.81		
27								414,307.06

SP*52586-734

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 3 OF ..... SHEETS

1	#4	CONTROLLING	ON	R/R	PAYING 12½%			
2	TOTAL	ABOVE BASE	OF	$1,617,000,	IGNORING			
3	FAU	MATCH.						
4								
5	U.P.R.R.			$136,000	00			
6	12½%	OF 822,250		102,781.	25			
7				$238,781.	25			
8								
9	CITY	OF LA GRANDE		$118,250.	00			
10	BALANCE	OF A.D.		57,275	81			
11				$175,525.	81			
12							$414,307	06
13								
14								
15								
16	NOTE:							
17		THE ABOVE BASED ON NOT SHOWING						
18	EXISTING	DEPOSITS BY CITY OF		$14,250.00				
19	FOR P.E.	AND $2,560 FOR		R/W (FAU)	IT			
20	SHOULD	BE NOTED P.E.	TO DATE	COST	$47,277.79.			
21								
22								
23								
24								
25								
26								
27								

SP*32586-734

8795

City of LaGrande
July 28, 1978
Page Two

City of LaGrande	118,250.00	
12½% of 569,442	71,180.25	
Urban System Match	17,696.56	- 207,126.81
City's Advance Deposit less R/W Deposit of		2,650.00
Rounded		$204,450.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check for $204,450.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

bc w/AD #447 Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD #447 when check is received.

cc: Union Pacific Railroad
Public Utilities Commission
Roger Trygstad

8-1-78 — Gerald Wimer

Discussed method of computation with Mel Thompson and Bill Hamilton. They don't agree with our method as they feel the PUC Order intended for the railroad to participate in the "Total" project cost, including R/W and Utilities.

I advised them the City should make the requested deposit so we could get the job going, then attempt to iron out the differences.

Roger

8-18 Received amount in full. Thank you. Will forward agreement for execution upon receipt of fully executed City made a formal request. G.W.W.

July 28, 1978

City of LaGrande
City Hall
LaGrande, OR 97850

Attn: Max Thompson
City Manager

Gentlemen:

On July 27, 1978, a satisfactory bid was received from Hensel Phelps Construction Co., Vancouver, Washington, for construction of the Second Street Viaduct Section, FAU 4645.

The Advance Deposit, based on the anticipated construction cost of their bid is as follows:

Bid Items	$2,043,000.00
Railroad Protective Costs	80,000.00
Other Railroad Costs	28,000.00
Temporary Erosion Control	1,000.00
On the Job Trainees	1,600.00
4½% Contingencies	96,912.00
8% Engineering	172,288.00
ESTIMATED TOTAL COST	$2,422,800.00

ESTIMATED TOTAL COST BREAKDOWN

ITEM	CONTRACT TOTALS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
SBR 75/25	$2,186,442	$1,639,831.50	-	$546,610.50
Urban Funds				
Utilities	236,358			
Right-of-Way	16,450			
	252,808	217,414.88	17,696.56	17,696.56
				$564,307.06
Locals Share				
PUC ORDER 77-819				
GRADE CROSSING				- 150,000.00
				$414,307.06
UPRR		136,000.00		
12½% of $569,442		71,180.25		- 207,180.25
				$207,126.81

City of LaGrande	118,250.00	
12½% of 569,442	71,180.25	
Urban System Match	17,696.56	- 207,126.81
		- 2,626.00
City's Advance Deposit (Less Adv. Dep. on R/W)		204,450 -
Rounded		$207,100.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check for ~~$207,100~~ 204,450 - payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

cc: Union Pacific Railroad
Public Utilities Commission
Roger Trygstad
bc w/AD #447-Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD #447 when check is received.

1
2

8795

FORM 81.734.3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 7, 1978

Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Railroad Agreement
UPRR
Second St. (La Grande)
FAU 4645
Union County
ODOT Agreement RR-935

RAILROAD COMPANIES
FILE No. 935

Attached is the State's fully executed counterpart of an agreement dated July 5, 1978, between the Oregon-Washington Railroad and Navigation Company and its leasee, Union Pacific Railroad Company; the Oregon State Highway Division; and the City of LaGrande covering the reconstruction of the Second St. viaduct in LaGrande.

RDT:klw
attch.
cc: G. L. Green w/copy
J. B. Boyd
C. T. Keasey w/copy
J. L. Sollis
V. E. Skoog w/copy
D. E. Swan w/copy
Walt Hart
W. E. Schwartz w/copy
H. N. Van Cleave w/copy

8-8-78
noted in
agree. book

NOTED
C. W. HEAD

8795

August 1, 1978

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: Bob Orr

Gentlemen:

On July 27, 1978, a satisfactory bid was received from Hansel Phelps Construction Co., Vancouver, Washington, for construction of the Second Street Viaduct Section, in La Grande. Your part of the anticipated costs are as follows:

U.P.R.R.	$136,000.00
12½% of $569,442	71,180.25
	$207,180.25
Less R/R work for State (Credit)	89,201.00
Your Anticipated Share	$117,979.25

When final costs are compiled you will be billed in accordance with the agreement.

Very truly your,

Gerald W. Himer
Local Government Manager

FH:dmc
Attachment
CC: P.U.C.
Tryystad
Region 5
SENT 8-2

5795

July 28, 1978

City of LaGrande
City Hall
LaGrande, OR 97850

Attn: Max Thompson
City Manager

Gentlemen:

On July 27, 1978, a satisfactory bid was received from Hensel Phelps Construction Co., Vancouver, Washington, for construction of the Second Street Viaduct Section, FAU 4645.

The Advance Deposit, based on the anticipated construction cost of their bid is as follows:

Bid Items	$2,043,000.00
Railroad Protective Costs	80,000.00
Other Railroad Costs	28,000.00
Temporary Erosion Control	1,000.00
On the Job Trainees	1,600.00
4½% Contingencies	96,912.00
8% Engineering	172,288.00
ESTIMATED TOTAL COST	$2,422,800.00

ESTIMATED TOTAL COST BREAKDOWN

ITEM	CONTRACT TOTALS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
SBR 75/25	$2,186,442	$1,639,831.50	-	$546,610.50
Urban Funds		1,642,494 -		
Utilities	236,358			
Right-of-Way	16,450			
	252,808	217,414.88	17,696.56	17,696.56
				$564,307.06
Locals Share PUC ORDER 77-319 GRADE CROSSING				- 150,000.00
				$414,307.06
UPRR		136,000.00		
12½% of $569,442		71,180.25		- 207,180.25
				$207,126.81

12,750 on P.E.

3-30-79 Swan Says We had run out of funds, so this is a set amount There are no SBR Funds included.

Urban

Have these numbers and info to Still 3-30-79

City of LaGrande	118,250.00	
12½% of 569,442	71,180.25	
Urban System Match	17,696.56	- 207,126.81
City's Advance Deposit (Less Adv. Deposit RLW)		- 2,650.00
		204,450 -
Rounded		~~$207,100.00~~

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check for ~~$207,100~~ 204,450 - payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Winer
Local Government Manager

cc: Union Pacific Railroad
Public Utilities Commission
Roger Trygstad
bc w/AD #447-Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD #447 when check is received.

8795 7-21-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL-AID PROJECT NO.: BRM-M-4645(3)

STATE PROJECT NO.: See below

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80323

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	7-5-78	FAU 4645	City street

GENERAL LOCATION:

2nd St. O'xing of UPRR (La Grande) Section

GENERAL DESCRIPTION OF WORK:

Track and Signal Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ ~~UNIT PRICE~~ AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-13-78 letter, you are authorized to proceed with the work covered by the Agreement with the Union Pacific Railroad Company, approved by the Highway Division on 7-5-78 at a total estimated cost of $28,545 Federal funds $23,773.

(BRM TEC $6,588 - F.F. $4,941)
(M TEC $21,957 - F.F. $18,832)

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-26-78	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8775

PROJECT MANAGEMENT OFFICE MEMO

Note - Schwartz called back & discussed subject in general. Referred him to Keasey re "Job charging const project"

Date 7-25-78

Subject Second St Viaduct (La Grande) File No.

Received (call) (~~visit~~) from Paul Anderson

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Question of who inspects structural steel off-site

City - Consultant Agreement, Pg. 5 clearly excludes, but exhibit 'A' defines

City - State " " " makes City responsible

The above my notes. Anderson says these agreements don't cover & he wants Sec Law to write agreement

Ellsons 7-21-78 "memo to files" covers details.

Promised to follow up. Agreed w/ Jorg. He doesn't need new agreement, OBEC responsible for ~~paying~~ for items in exhibit 'A'

Signature

Region doesn't need Sec Law section to resolve. They'll follow up. State Force Order w/letter from OBEC may suffice

File ( ) (✓) (✓) ( ) ( ) (✓) ( ) (✓)

Circulate: PME LGE OPE FAE CCE OM Other Holmes ✓

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: July 21, 1978

SUBJECT:
UPRR 2nd St. (LaGrande) Oxing
Union County
Materials Testing

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Today I discussed procedure for materials testing for the subject project with Lou Pierce of OBEC.

OBEC has a contract with the City of La Grande for construction engineering on this project. It is his understanding that OBEC will sample concrete aggregates, cement, concrete and other materials to be used in the construction. They will send the samples to our Salem Lab for actual testing. Our Lab will also be responsible for off-site inspection and testing of structural steel fabrication for the project.

RWE:dh

cc John Jenkins
D. N. Harwell
Paul A. Anderson

cc Roger Long Sent 7-25-78
DH

NOTED
P.A. ANDERSON

81-125.1387

8795 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-M-4645(3)

STATE PROJECT NO.: See below

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80323

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-5-78	7-5-78	FAU 4645
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
2nd St. O'xing of UPRR (La Grande) Section

GENERAL DESCRIPTION OF WORK:
grade, drain, pave, structure & illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Temp. erosion control (EW) $1,000
On the job training (EW) 1,600
Railroad Protective Svcs. 80,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,223,561 Federal funds $1,678,771.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

PROJECT MANAGEMENT OFFICE MEMO

Date 6/29/78

Subject 2nd St. Viaduct, City of LaGrande File No. _____

Received (call) (visit) from _____

Address _____

Made (call) (visit) to Bill Hamilton Phone 963-7161

Reason for contact and general discussion: Called Bill to ascertain City Councils Action towards providing Local Match monies under SBL & FAU Agreements. Bill advised me the Council approved monies required under agreements (192,275) based on estimate of $2,264,100. The Council understands actual match will hinge on Bid Recieved, the City's Available resource for this project is $200,000.

6-29-78
Called Hamilton to advise of agreement between City & Dept. that Dept. would prefer to let project to one contractor since water & sewer lines would be relocated by contractor prior to paving.

Signature Roger Long

Circulate: PME LGE OPE FAE CCE OM Other Zahner

File (W)

PROJECT MANAGEMENT OFFICE MEMO

Date 6-27-78

Subject La Grande SBR Project File No.

Received (call) (~~visit~~) from Roger Tryggstad

Address

Made (~~call~~) (visit) to Jack Sollis Phone

Reason for contact and general discussion:

The circle: Bill Hamilton asked R long amount immediate cash city must deposit. Long referred him to Tryggstad because of RR Agreement. Tryggstad called me. Our SI agreement is the oldest. Requires City to deposit 25% upon receipt bids. PUC order next. Spells out City, RR & X'ing protection sharing (25%) funds. No timing except X'ing funds. RR City, State Agreement last & unsigned saying after Const. Sollis says revised last agreement. Try to secure early ± RR funds. If not then city up to 543,000± less 150,000 = 393,000 Mingo Cities 183,000± Confirm w/ Hunter.

(OVER)

Signature

File ( ) ( ) ( ) ( ) ( ) (X) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8795

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 28, 1978

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Item No. 80323
Project No. BRM-M-4645(3)
2nd St. Overcrossing of UPRR (LaGrande) Sec.
Union County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officals and concurred in by the Oregon Transportation Commission and the Oregon State Highway Division.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 27, 1978.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously under Project M-TQM-4645(2).

JLG:cw
Attachments
cc: W.E. Schwartz
Gary Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-28-78

FEDERAL-A

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT 4,600	FUTURE 7,000 (66)	(7

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr, Dr, H.T. Pave, Str, Illum. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	(73)	P (74

CARD 4	CLASS OF FEDERAL FUNDS Special Bridge Replacement & Urban System	COUNTY NAME Union	
	NAME OF URBAN AREA 17-31 LaGrande	ROUTE NO. U	FEDER 4

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PRO TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE					
5					ROW		"2nd St. O 'Xing of UPRR (LaGrande) Section"			
5					CONST (CODE) 6201 X131 Y060		75% "BRM"	0.34	2,136,300	1,602,200
							85.77% *"M"	0.0	127,800	109 ~~190~~ 600
								0.34	2,264,100	1,711,800

CARD	CODE		
1	1	PREPARED BY JLG	PROJECT TOTALS (16) (23) (24)
1	14	PROGRAM APPROVAL DATES 3-8-78	

* Utilities only

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	4,600	7,000	98	10	Oregon	41	115 W32	80323
	(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(69) (70)	(71)	(72) (73)	(74) (75)	BRM-M-	4645	(3)	(24) (26)	27
				14 23	7 13			

COUNTY NAME: Union — CODE: 061 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO. U — FEDERAL-AID: 4645 — STATE: 2nd St. (32) (36) — U.S.: --- (37) (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(59) (66)	(67) (76)			Utility and railroad adjustment as required. Railroad protective service as necessary.
2,136,300	1,602,200	---	534,100 (city)	ROW-80' normal; Access Control - None; Parking Restrictions - None
127,800	~~190~~ 109,600	9,100	9,100 (city)	
2,264,100	1,711,800	9,100	543,200 (city)	
(16) (23)	(24) (33)			

lities only

REMARKS: Additional Data: Item Nos. 70443 & 80101; Project Nos. BRM-4645(1) & M-TQM-4645(2) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

2nd ST. O'XING OF UPRR (LAGRANDE) SEC.
PROJECT NO. BRM-M-4645(3)

REMARKS - Continued

Project Data: The work consists of constructing, on existing alignment, a steel box girder overcrossing structure (Bridge No. 9069) approximately 384 feet in length having a horizontal clearance of 32 feet with a 6-foot walk on the west side. Grade, drain and pave approach roadways. Install illumination as required and perform incidental work common to this type of project. Adjust utilities and railroad as required and provide railroad protective service as necessary.

Control of Utilities: The State nas the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-41 was executed on November 23, 1977.

Maintenance: A State-City agreement was executed November 23, 1977 to comply with Section 116, Tital 23 USC.

Note: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Data for PR-37:

Roadway (Type Code 6201)		$ 524,000
Structure (Type Code X131)		1,613,100
Utilities (Type Code Y060)		127,000
	Total	$2,264,100

Form 81-734-3167

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RECORD

Sheet ..... of .....

Bridge No. .....

~~Bridge over~~ 2nd St. Viaduct ..... on ..... Highway No. .....

~~in~~ La Grande ..... County. Inspected ..... by ..... Location No. .....

Project Estimate (Program Subd.) 6/22/78 Total $ 2,264,100

75% SBR $ 2,136,300 (TC) $ 1,602,200 (FF) -0- (SF) $ 534,100 (LF) *

85.11% M $ 127,800 (FAU) $ 109,600 $ 9,100 $ 9,100 **

$ 543,200

-150,000 PUC Order

393,200

+534,100

Local share (PUC Order 77-817)

Grade Crossing (FAU) $ 127,800

UPRR

(+12½% Admin 1,617,000)

519,200

136,000

64,925

200,925

City of La Grande

(+12½% Admin 1,617,000)

- 519,200 -

118,250

64,925

183,175

Total City

183,175

- 9,100

*** 192,275

PUC ORDER —

Seems to deal only with SBR funding — doesn't say anything about 3011 funds OR utility adjustments —

*** Sallis suggests:

Min. amount due for getting RR agreement to spell out payment schedule — work out with Hystead — RR agreement to announced Grant Avenue Alignment

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM

6 - -71

CARD 2

REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66) (70)	YE (71)
		ADT	4,600	7,000	

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)
Gr, Dr, H.T. Pave, Str, Illum.							

CARD 4

CLASS OF FEDERAL FUNDS: Special Bridge Replacement & Urban System

COUNTY NAME:

NAME OF URBAN AREA (17-31): La Grande

ROUTE NO. U

FEDERAL-A 464

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST (59) (66)	FEDERAL FUNDS (67)
5					PE					
5					ROW		"2nd St. Oiling of UPRR (La Grande, Section"			
5					CONST (CODE) 6201 X131 Y060		75% *"BRM"	0.24	2,136,[illegible] ~~2,161,100~~	1,602,200 ~~1,620,800~~
							85.77% **"M"	0.0	127,800 ~~103,000~~	109,600 ~~85,500~~
CARD 1	CODE 1	PREPARED BY: JLG ~~DRH~~					PROJECT TOTALS	0.34	2,264,100	1,711,800 ~~1,705,100~~
1	14	PROGRAM APPROVAL DATES: 3-8-78							(16)	(23) (24)

* BLM funds are firm.
** Utilities only.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	4,600	7,000	78	10	Oregon	41	115 W32	80323

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					BRM-M-	4645	(3)		

System

COUNTY NAME: Union — CODE:

ROUTE NO. U | FEDERAL-AID 4645 | STATE 2nd St | U.S. - - - | PROGRAM STAGE 1 OR 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	ESTIMATED PROJECT COST BY PHASES				
0.34	2,136,300 ~~2,161,100~~	1,602,200 ~~1,620,800~~	- - -	534,100 ~~540,300~~ City	Utilities ~~and railroad~~ adjustment as required. Railroad protective service as necessary.
0.0	127,800 ~~130,900~~	106,600 ~~85,500~~	9,100 ~~7,350~~	9,100 ~~7,350~~ (10)	R/W - 80' normal; Access Control - None; Parking Restrictions - None.
0.34	2,264,100	1,711,800 ~~1,709,100~~	9,100 ~~7,350~~	543,200 ~~547,650~~ (10)	

REMARKS
Hold-down | Inter. Item Nos. 70443 & E0101; Project Nos. BRM-4645(1) & M-TOM-4645(2) respectively.

* BRM funds are firm.
** Utilities only.

-OVER-

USCOMM DUSCOMM-DC 4B80E-P81

Section UPRR 2nd St. Oxbow (La Grande) Programming Estimate $ _____

Highway CITY STREET Project Length _____

County UNION Completion Time 11/30/79

Kind of Work Grading, Paving, Structure _____

Prefix 331-1930 FA Project No. BRM-M-4645(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 1,893,900 =

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	~~46,000~~ 80,000
Other Railroad Costs	28,000
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	1000 ✓
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees 20800	1600 ✓
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ 110,600 ~~48600~~

$ 2004,500 ~~2012,500~~

Contingencies (4-1/2%) 90,202.50 ~~90,562.50~~

Engineering (8 %) $1,60,360.00 ~~+61,000~~ =

~~SUBTOTAL~~ $ _____

~~Credit for~~ _____ $ _____

Estimated Net Authorization, Construction $2,255,062.50 ~~$ 2,264,062.50~~

APPROVED

_____

Road Design Engineer

RFA PGE PDE RR

JUN 22 1978

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section 2nd St Overp

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	91621 14090 $105,711					
25	Concrete Curbs		Lin Ft	3075	3-	92
26*	12-inch Sanitary Sewer	X	Lin Ft	323	30-	969
27*	10-inch Sanitary Sewer	X	Lin Ft	287	28-	80
28*	6-inch D.I. Waterline	X	Lin Ft	115	13-	149
29*	8-inch D.I. Waterline	X 91,621 to Engr	Lin Ft	110	15-	16
30*	12-inch D.I. Waterline	X +1.12 $103,000	Lin Ft	1125	18-	20,2
31*	Waterline Casing	X Lump	All	All		180
32*	Sewerline Casing	X	All	All		250
33*	Concrete Sanitary Sewer Manholes	X	Each	2	2500	7,5
	Structures					
34	Bridge Removal Work		All	All		10,0
35	Shoring, Cribbing, Etc.		All	All		75
36	Structure Excavation		Cu Yd	175	20-	35
37	Furnish Pile Driving Equipment		All	All		600
38	Furnish HP 12x53 steel Piling		Lin Ft	1300	14-	18,2
39	Drive Steel Piles		Lin Ft	1300	2-	26
40	Structural Concrete, Class 3300 (35 cu yds)		All	All		665
41	Structural Concrete, Class 4500 (25 cu yds)		All	All		94,6
42	Expansion Joint, Type EC-100		Each	2	3400	68
43	Structural Concrete Retaining Walls		Cu Yd	10	200	20
44	Reinforcement (70,000 lbs @ .40)		All	All		36,
45	Control Reinforcement (15,000 lbs @ .60)		All	All		270
46	Reinforcement in Walls		Lb	1,000	.49	4
47	[illegible]		All	All		[illegible]

8795

La Grande

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L Rowe

_____ Bid Letting _____ All Clear Deadline

SECTION UPRR 2nd St (LaGrande)
Highway City St
County Union Region 5
Type of Work Structure Funds SBRP-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	All Clear
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study					X	

8795

PROJECT MANAGEMENT OFFICE MEMO

Date 6-23-78

Subject 210 SR 2nd St (La Grande) File No.

Received (call) (~~visit~~) from E S Hunter

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Hunter wanted to know city decision. Lang says they want until June 30 to decide. Says council meets June 28. Joe Gaither & D Ridings says latest PS&E date July 5 if we go to Feds blend otherwise June 29.
Hunter signed plans based on all going out blend July 3 and city can pass word morning June 29. Advised Lang about 4 PM and got into financial discussion (Over)

Signature A Hamer

N A M

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE EAE CCE OM Other

Jang had given City of La Grande latest estimate and had assumed 25-75 project for all as he understood utilities would also go SBR:

Total	2,255,062.50
75% (State)	1,691,296.80
25% (City)	563,765.70

An Urban project was previously processed for #200,640 to cover R/W and utilities
2.7 yrs
R/W has been programmed for #36,000

Utilities:	Contract items		84,000 ±
	UPRR	80,000	108,000
		28,000	
	Total		#228,000

Form 81-734-3167

Oregon State Highway Div.

BRIDGE INVENTORY INSPECTION RECORD

Sheet ..... of .....

Bridge No. .....

~~Bridge over~~ 2nd St. Viaduct ..... on ..... Highway No. .....

~~in~~ La Grande ..... County. Inspected ..... by ..... Location No. .....

Project Estimate 6/22/78 (Program Sched.) Total $ 2,264,100

	TC	FF	SF	LF
75% SBR	$ 2,136,300	$ 1,602,200	-0-	$ 534,100 *

85.77% M (FAU)	$ 127,800	$ 109,600	$ 9,100	$ 9,100 **
				$ 543,200

*534,100

Local share (PUC Order 77-817)

Grade Crossing (FAU) $ 150,000

UPRR
(+12½% above 1,617,000) 519,300

136,000
64,925 > 200,925

City of La Grande
(+12½% above 1,617,000) - 519,300 -

118,250
64,925 > 183,175

Total City 183,175
9,100

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AI (F

6- -75

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT 4,600	FUTURE 7,000 (66) (70)					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H.T. Pave, Str, Illum. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)			
CARD 4	CLASS OF FEDERAL FUNDS Special Bridge Replacement & Urban System	COUNTY NAME									
	NAME OF URBAN AREA 17-31 La Grande	ROUTE NO. U	FEDER								

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43 48	53		(54) (58) (59)	(66)	(67)
5					PE					
5					ROW		"2nd Lt. Oiling of UPRR (La Grande) Section"			
5					CONST (CODE) 6201 X131 Y060		75% *"BRM"	0.34	3,161,100	1,620,80
							85.77% **"M"	0.0	103 000	88 30
CARD 1	CODE 1	PREPARED BY JLG ~~DRH~~					PROJECT TOTALS	0.34	2,264,100	1,709,1
1	14	PROGRAM APPROVAL DATES 3-8-78							(18)	(23) (24)

* BRM funds are firm.
** Utilities only.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-75

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	4,600	7,000	58	10	Oregon	41	115 W32	80323

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI. DESIG.
					BRM-M-	4645	(3)	

an System

COUNTY NAME: Union — CODE:

ROUTE NO. U | FEDERAL-AID: 4645 | STATE: 2nd St | U.S.: - - -

PROGRAM STAGE: [ ] 1 OR [ ]

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Utility ~~and minor~~ adjustment as required. Railroad protective service as necessary.
0.34	3,161,100	1,620,800	- - -	540,300 (City)	ROW - 80' normal; Access Control - None; Parking Restrictions - None.
0.0	103 000	85 300	7,350	7,350 (City)	
0.34	2,264,100	1,709,100	7,350	547,650 (City)	

REMARKS
Additional Data: Item Nos. 70443 & 80101; Project Nos. BRM-4645(1) & M-TQM-4645(2) respectively.

* BRM funds are firm.
** Utilities only.

-OVER-

cy Long 6-26-18

USCOMM DUSCOMM-DC 40[illegible]-P65

1 - 8775

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

June 23, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Time Extension, Consultant Agreement
Preliminary Engineering
City of La Grande - Obec
Second Street Viaduct

TO: Gerald Wimer, Manager
Local Government Section Manager

S A L E M

Enclosed is a copy of a letter agreement extending the date of completion of Preliminary Engineering from November 25, 1977 to June 8, 1978.

The City has elected to extend the time period under terms of Article V, Page 6 of the approved Consultant Agreement, because the delays were beyond the control of the consultant.

Please make the necessary distribution of this Agreement so that no problems are encountered during the audit of this project.

Attachment
cc: Max Thompson
Wally Palmateer
H. N. Van Cleave, with attachment
Roger Lang, with attachment

RCL/vmt

7/5/78
Copies to: Finance
Federal-Aid
FHWA
by MCH

PROJECT MANAGEMENT
PME LGE CCE FAE OM UFE
JUN 26 1978
TAA File: PM FA LG OP

CARL G. HELM, SR. 1881-1948
CARL G. HELM
ROBERT A. PETERSEN

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

June 12, 1978

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☒ JUN 22 1978
RECEIVED
REGION 5 OFFICE

Mr. W. A. Palmateer
Obec Consulting Engineers
P. O. Box 72
Springfield, OR 97477

Re: Obec - City of La Grande
Preliminary Engineering Contract
Second Street Viaduct Project

Dear Mr. Palmateer:

This firm represents the City of La Grande.

It has been brought to our attention that the above-referenced contract originally had an expiration date in November of 1977 for completion of preliminary engineering. This letter will serve as confirmation of the fact that the contract has been extended an additional 196 days, for a present expiration date of June 8, 1978. The reasons for extending the contract are because of unforseen circumstances that have arisen since the contract was originally entered into, to wit:

1. The heigth of the bridge was increased which resulted in the design of new approaches;

2. The location of the supports were changed;

3. The utilities that are present at the bridge site required re-engineering because of the change in design.

Would you kindly sign the original of this letter where indicated and return immediately to our office. Retain one copy for your files.

Very truly yours,

Robert A. Petersen

Max C. Thompson
Max C. Thompson, City Manager

W. A. Palmateer
W. A. Palmateer
Obec Engineering Company

8795 6/21/78

UP RR - 2nd St. O-Xing (LaGrande)

	Costs	FHWA	State	City
PE. 5%	47,277.79	35,458.34		11,819.45
				(14,250.00)
Est. 75% Const.	Advance Deposit - 2,264,062.50	1,698,046.88		566,015.63 25%
Total	2,311,340.29	1,733,505.22	—	577,835.07
R/W 46%	16,444.39	14,142.17	1,151.11	1,151.11
	Advance Deposit			(2560.00)
Grand Total	$ 2,327,784.68	$ 1,747,647.39	$ 1,151.11	578,986.18

($566,025 City.)

SBR - will fund FHWA Cont.

$1,698,075.00

Section UPRR 2nd St Xing (La Grande) Programming Estimate $ _____

Highway CITY STREET Project Length _____

County UNION Completion Time 11/30/79

Kind of Work Grading, Paving, Structure _____

Prefix 331-1930 FA Project No. BRM-M-4645(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,893,900
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	116,000	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1000 ✓	
State Furnished _____		$ 118,600
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees	20800 1600 ✓	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		$ 2,012,500 —
Contingencies (4-1/2%)		90,562 50
Engineering (8 %)		161,000 00
~~SUBTOTAL~~ _____		$ —
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$ 2,264,062 50

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date

Section UPRR 2nd St Overcrossing (La Grande)

County

Kind Of Work Roadwork Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All		156,000
	Temporary Protection and Direction of Traffic		All	All		2,000
	Removal of Structure and Obstructions		All	All		7500
	Removal of Pavement		Sq Yd	1670	1.25	2087.5
	Embankment in Place		Cu Yd	29,570	6.50	192,205
	Watering		M-Gal	315	8.00	2520
	1½"-0 Aggregate Base		Ton	2,500	6.00	15,000
	Class "B" or "C" Asphalt Concrete		Ton	1,080	27.50	29,700
	Pedestrian Stairway Railing		Lin Ft	70	35.-	2450
	8-inch Storm Pipe		Lin Ft	350	10.-	3,500
	12-inch Storm Pipe		Lin Ft	470	12.-	5640
	Encase 36-inch Storm Sewer		Lin Ft	90	15	1350
	Concrete Manholes		Each	3	1,200	3600
	Concrete Inlet, Type P		Each	7	450	3,150
	Guard Rail, Type 1		Lin Ft	188	8.-	1504
	Guard Rail, Type 2A		Lin Ft	1500	10.-	15,000
	Guard Rail, Type 3		Lin Ft	100	20.-	2000
	Guard Rail Anchors, Type 1		Each	3	275	825
	Rail End Pieces, Type A		Each	6	30	180
	Rail End Pieces, Type C		Each	10	110	1100
	Guard Rail End Shoes		Each	4	75	300
	CL-4 Chain Link Fence		Lin Ft	865	5.50	4757.50
	Concrete Walks and Islands		Sq Yd	580	18	10,440
	Concrete Driveways		Sq Yd	165	21	3465

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section 2nd St Overlay

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Curbs		Lin Ft	3075	3-	9225
	12-inch Sanitary Sewer		Lin Ft	323	30-	9690
	10-inch Sanitary Sewer		Lin Ft	287	28-	8036
	6-inch D.I. Waterline		Lin Ft	115	13-	1495
	8-inch D.I. Waterline		Lin Ft	110	15-	1650
	12-inch D.I. Waterline		Lin Ft	1125	18-	20,250
	waterline casing		All	All		18003
	Sewerline Casing		All	All		25,000
	Concrete Sanitary Sewer Manholes		Each	3	2500	7,500-
	STRUCTURE					
	Bridge Removal Work		All	All		10,000
	Shoring, Cribbing, Etc.		All	All		7500
	Structure Excavation		cuYd	175	20-	3500
	Furnish Pile Driving Equipment		All	All		6000
	Furnish HP 12x53 steel Piling		Lin Ft	1300	14-	18,200
	Drive Steel Piles		Lin Ft	1300	2-	2,600
	Structural Concrete, Class 3300	(330 cuyds)	All	All		66,000
	Structural Concrete, Class 4500	(330 cuyds)	All	All		99,600
	Expansion Joint, Type EC-400		Each	2	3400	6800
	Structural Concrete in Retaining Walls		cuYd	10	200	2000
	Reinforcement (90,000	lbs @ 0.40)	All	All		36,000
	Coated Reinforcement (45,000	lbs @ 0.60)	All	All		27000
	Reinforcement in Walls		Lb	1,000	0.40	400
	Structural Steel (556,000	lbs @ .75)	All	All		578,200

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section _____ County _____

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pedestrian Handrail		Lin Ft	405	35	14,175
	Chain Link Enclosure		Lin Ft	385	22	8470
	Metal Bearing Devices, Fixed		Each	4	1200	4800
	Metal Bearing Devices, Expansion		Each	6	300	1800
	Reinforced Concrete Bridge End Panels		Sq Yd	176	35	6160
	Structural Excavation of E.E. Walls		Cu Yd	2230	3	6690
	Concrete Face Panels		Sq Ft	24,470	15	367,05
	Wall Erection		Sq Ft	24,476	2 50	61,175
	Concrete Footing		Lin Ft	1850	1 50	2775
	Concrete Coping		Lin Ft	1865	18 00	33570
	ILLUMINATION					
	30' Pole, Luminaire and Footing		Each	2	2000	4000
	25' Pole and Luminaire		Each	2	1700	3,400
	2-inch Electrical Conduit		Lin Ft	870	4 50	3915
						1,893,900

8725

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

9031

Subject: Federal Aid Project No. BPM-4645(.)
Project Name U.P.R.R. (2nd Street Viaduct) O'xing 2nd Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

6-28-78
CC: DE Swan
CT Keasey
R. Trigstad

Signed at LA GRANDE, Oregon, this 21st day of JUNE, 1978

City of LA GRANDE

Certified By:

Regional Right-of-Way Supervisor
Date 6-21-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 22 1978
File: PM FA
TAA LG OP

Mayor C. Thompson
CITY MANAGER Mayor

F. E. McSlarrow
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8795

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project BRS-4645(1)
2nd Street O'Xing of UPRR
LaGrande, Oregon
Union County

DATE: June 19, 1978

In reply refer to: HFO.4/5-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

We have reviewed the preliminary plans for the subject project and have the following comments relating to the use of proprietary items:

1. The "Delastiflex RC 400" expansion joint design can be specified by one of several methods:

   a. Detailed justification showing it's use is in the public interest.

   b. Listing at least three approved equals or alternates.

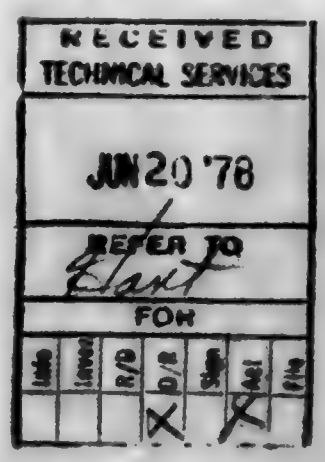
   c. Experimental feature request.

2. Additional documentation is necessary to promote the Reinforced Earth design in the form of cost analyses.

The plans are approved subject to resolution of the comments noted above.

for G. L. Green

cc:
ODOT (Walt Hart)



#775

PROJECT MANAGEMENT OFFICE MEMO

La Grande -

Date 6-19-78

Subject Consultant "Off-site" testing File No.

Received (call) (visit) from Bud Van Cleave

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

City of La Grande & OBEC Consulting Agreement

Sewers etc Wally Palmateer says Const Agree needs supplementing

No problem to supplement per Holmes

Bud questions Consultant only doing "on site" inspection

Just get letter from City Author State to do & bill "off-site"

Anderson & Perry willing to Pay for State for "off-site"

Lab will not bill them direct

No problem on construction - Just get letter of authorization

Signature Arnold Nemec

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (X) Holmes Zahner (V) George (D)

Circulate: PME LGE OPE FAE CCE OM Other

8795

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

Shaun - make copy to E.S. Hunter + P. Swarts

June 16, 1978

RECEIVED
TECHNICAL SERVICES
JUN 23 '78
REFER TO Versteeg
FOR
Info | Invest | R/D | D/R | Sign | Ack | File

I doubt that anyone is interested,

Mr. Pieter Dykman
Research Coordinator
Environmental Section
402 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

RE: PNRS 7708-2-660

On the basis of information and photographs gathered under Highway Division auspices, this is to elaborate our earlier comment on proposed replacement of the Second Street Viaduct over the Union Pacific Railroad in La Grande, Union County.

Photographs and basic data have been received as requested. Under the circumstances, we have no objection to the replacement project proceeding as planned. However, the 150-foot steel through-truss span was initially used as part of the Oregon Railway and Navigation Company bridge over the Willamette River in Portland. It was fabricated in 1888 and is of considerable historical interest as a rare example in Oregon of bridge construction of its type pre-dating the last decade of the 19th century.

NB

We strongly recommend that a means be sought to store the 1888 span locally for a reasonable period, during which time interested parties and agencies alerted by newspaper coverage can determine the feasibility of acquiring the retired span for re-use or exhibition elsewhere.

Thank you for this opportunity to add to our comment on the proposed project.

Sincerely,

David G. Talbot
State Historic Preservation Officer

EWP:ko
cc: Kay Wilcox
Lewis L. McArthur

1/2 Versteeg
2 Christensen Don
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
JUN 30 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

8795

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: June 9, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project BRM-4645(1)
Second St. Viaduct (LaGrande) Section
Union County

FROM : G. L. Green, Division Administrator

NOTED
R. S. HUNTER

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

As requested in Mr. J. B. Boyd's letter of June 1 the project may proceed to be included in the July 27, 1978, bid opening with the understanding that prior to award of contract an agreement will be executed with the UP Railroad or a valid right of entry permit is obtained.

for G. L. Green

cc:
ODOT (Swan, Proj. Mgt.)
ODOT (Boyd, R/W)

RECEIVED
TECHNICAL SERVICES
JUN 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
JUN 12 '78
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1978

Mr. Glen Green
Division Administrator
Federal Highway Administration
390 High Street N.E.
Equitable Center
Salem, OR 97301

RE: UPRR 2nd Street (LaGrande)
FAUS 4645
Union County

Dear Glen:

The subject project is scheduled for bid letting on July 27, 1978. The City, State, and Union Pacific Railroad are in agreement on all aspects of the project. The Railroad is now preparing the necessary agreement but indicates that they will not have it completed prior to advertising time.

In as much as there are no items of disagreement or conflict we request permission to advertise prior to receiving an approved agreement. We will not award the contract until the agreement is processed.

Yours truly,

J. B. Boyd
Right of Way Manager

JBB:RDT:bam

cc: Max Thompson, LaGrande City Manager
Bob Orr, Union Pacific Railroad

bc: E. S. Hunter
E. L. Hardt
W. E. Schwartz
J. H. Versteeg
J. L. Sollis
R. D. Trygstad

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info | Inves | R/W | C/R | Engn | Act | File

8795

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670
La Grande, Oregon
97850

June 2, 1978

RE ☐ RCE ☐ RME ☐ ROE ☐
cy RFA ☑ JUN 5 1978

RECEIVED
REGION 5 OFFICE

cy Dan Dean
Quenzer
Hoot Watters

Mr. J. M. Krier, Superintendent
Oregon Division
Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attention: Bob Orr

RE: Second Street Viaduct Replacement

The City of La Grande requests that the Union Pacific Railroad Co. prepare a standard construction and maintenance agreement for the Second Street bridge replacement project. The following approximate dimensions and stipulations will be satisfactory with the City:

1. Construction.

For removing the old bridge and constructing the new bridge - all the area in the Union Pacific Railroad Right-of-way included in the Second Street Right-of-way extended. This is an 80 feet wide strip about 40 feet each side of the center line of the new bridge. During rail mounted or rubber tire mounted crane operations, we will need 70 feet each side of the center line of Second Street. It is understood that the Union Pacific Railroad Co. will not permit the transport of fill material across the tracks. It is also understood that the construction and permanent agreement for the 12" water line and the 12" sewer line are not part of this bridge agreement.

2. Permanent.

For maintenance and operation of the completed structure - all the area in the Union Pacific Railroad Right-of-way included in a strip 65 feet in width extending from 35 feet west of the Second Street center line to 30 feet east of the Second Street center line.

We must have the agreement completed and signed by June 20, 1978, in order to make the D.O.T. bid letting by July 27, 1978.

WAH/mc
CC: OBEC, Soringfield, OR
OSHD, Salem & La Grande

cc: Wm. A. Hamilton
Wm. A. Hamilton, City Engineer

8795

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 26, 1978

RECEIVED
TECHNICAL SERVICES
MAY 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The Honorable Jim Petersen
Mayor of La Grande
City Hall
La Grande, Oregon 97850

Dear Jim:

We have noted newspaper articles covering the last two City Council Meetings have indicated the Department of Transportation has been "nit-picking" and "squabbling" with your consultant, OBEC, over the shape of rail, the color of paint and a welding problem on the Second Street Viaduct.

Let me assure you our Structural Design Engineer, Walt Hart, has not been "nitpicking" or "squabbling" with OBEC over the proposed design features of the Second Street Viaduct. There have been discussions of items between DOT and OBEC designers as itemized below:

1 - Bridge rail modifications were explored to determine if a more economical rail could be found and still meet the required design criteria. It was found no savings to the taxpayers would result, and the rail design was approved.

2 - We have not attempted to dictate the color of paint to be used.

3 - We have questioned OBEC about the proposed method and detail drawings of welding structural steel members. The reason for this is some failures have occurred resulting in very costly repairs. Our concern was that we want the best possible structure for the City. Upon completion of the project, the structure will become the City's property; and we did not want any possible undue expense to the City "ten years down the road".

The problem has been completely reviewed with OBEC, revisions have been made and the drawings are to be hand delivered to Mr. Hart today. If the drawings properly reflect the revisions discussed with OBEC, the structure plans will be approved today.

These items were discussed with Bill Hamilton on Tuesday, May 23, during a conference telephone call which originated in the Region 5 Office. (See attached memo dated May 23, 1978.)

Two very real problems concerning the project exist, and every effort must be made to correct the situation.

1 - Consultant Agreement

The Consultant Agreement executed between the City and OBEC called for the design to be completed within 240 days after formal notification was given to the consultant by the City to begin work. Formal notification was given on March 30, 1977 resulting in an ending date of November 25, 1977.

The Agreement may be extended by the City, as I outlined in my memo of May 11, 1978. It is very important the Agreement be extended in order to withstand an audit of costs. Otherwise, the Federal Highway Administration may not participate in any billings after November 25 resulting in 100 percent costs to the taxpayers of La Grande.

2 - Railroad Agreement

On November 7, 1977, Bill Hamilton, Joe Schlieski and I met at the City Hall to discuss the problems of the utility relocation, required agreements and method of financing.

The relocation and method of financing have been overcome, but Bill tells me Bob Orr, Union Pacific, has not yet come up with the Agreement. In order to gain Federal Highway Administration approval of the project, we must have this Agreement. If we do not have the agreement by June 20, we will not be able to meet the July 27 letting date.

Please note in my memo of May 23, Walt Hart offered the City the services of Bob Ellison in obtaining any lacking agreement or permit from Union Pacific.

Jim, I suppose we should be used to taking a licking from the press, but it is felt we don't deserve the uncomplimentary remarks in Bill's reports to the Council. The Department of Transportation and Highway Division have done everything possible to get this project underway for you. We will continue to do everything possible to keep this job on track for the bid letting date of July 27, 1978.

Please let us know if the City needs help in getting the agreement

and permit from Union Pacific.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosures

cc: Max Thompson
Bill Hamilton
E. S. Hunter
Hal Versteeg
Walt Hart
Gerald Wimer
H. N. Van Cleave

La Grande Observer May 25, 1978

cy E.S. Hunter
Hal Vanstum
Walt Hunt
Gerard Ulmer

H.V. Van Cleave

RE

RFA

Viaduct bids expected on sched

By DICK COCKLE
Observer Staff Writer

A departmental squabble that threatened to delay La Grande's Second Street Viaduct project apparently has been resolved.

La Grande City Engineer Bill Hamilton said the Oregon Bridge Division has settled its differences informally with Oregon Bridge Engineering, a private consulting firm that designed the viaduct for the city.

Hamilton said the two agencies are expected to formally agree on construction procedures Friday in Salem.

The city engineer last week told the La Grande City Council that a dispute between Oregon Bridge Engineering and the state's bridge division threatened to delay a planned July 27 bid opening on the viaduct project.

The two agencies needed to reach an agreement 10 weeks before that date to give the city time to prepare bid documents, meet state advertising requirements, and obtain final approval by the federal Highway Administration, he said.

The disagreement had been over the shape of a rail, the color of paint and a welding problem, Hamilton said.

The city council last week agreed to delay any action to give the two agencies another week to work out their differences.

Hamilton said the dispute is sort of a typical thing when you have a bunch of agencies working on something — cities, state, the federal government, a private consultant — and when you have a lot of right of way problems."

But he said he was concerned the delay would postpone the bid opening and ultimately affect the entire project.

"I felt it could move faster, and I told them that," he said.

The bridge is expected to cost about $1.7 million, while relocating sewer and water lines beneath it will cost about $200,000,

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Observer
Chronicle
Bulletin
Gazette-Times
Willamette Valley Voice

May 25, 1978

RE ☒ RCE ☒ RME ☐ ROE ☐
RFA ☒

MAY 25 1978

RECEIVED
REGION 5 OFFICE

H.W. Van Cleave

ids expected on schedule

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But he said he was concerned the delay would postpone the bid opening and ultimately affect the entire project.

"I felt it could move faster, and I told them that," he said.

The bridge is expected to cost about $1.7 million, while relocating sewer and water lines beneath it will cost about $200,000, according to Hamilton.

Approximately 75 percent of the $1.7 million is expected to be financed by the federal Highway Administration. The remaining funds will be provided locally by the city, Union Pacific Railroad, Union County, and the state's Public Utilities Commission.

Of the $200,000 cost for utilities modifications, 90 percent is expected to be provided by the Federal Aid to Urban Systems (FAUS) grant, while 10 percent will be financed locally.

Construction work on the viaduct is expected to get under way next fall and take approximately a year.

8775

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

May 11, 1978

24

FROM: Roger Lang
Region Federal Aid Specialist

SUBJECT: Second Street Viaduct
SBR Project
City of La Grande

TO: Memo to the File

I contacted William A. Hamilton, City Engineer, to inquire about status of the project, as I had heard nothing for a considerable length of time. Bill advised me he had not received estimate of cost and had heard nothing.

I phoned Bob Ellison who got Walt Hart on the phone and we discussed the project. Walt advised me the project has been set back to July 27, 1978 because the FHWA has raised some question on welding methods on structural members which the Consultant must answer. Also, final specifications and estimate of cost are not available.

Upon review of the Consultant Agreement between OBEC and the City of La Grande, I found a time period of 240 days (page 6, item V) is identified in which all work is to be done by the Consultant following written authorization from the City. Formal notification was given by the City on March 30, 1977 in a letter written by Mr. Hamilton, resulting in an ending date of November 25, 1977.

I called Dettmar Jones, Staff Auditor, to see if this was going to present a problem at the audit stage of the project. Dett advised this could very well present a problem as the City had not extended the time period nor had the Consultant requested an extension. Dett further suggested I contact the City to bring this matter to their attention so they may take the necessary steps to "sweep away any cobwebs". We both agreed this is a matter between the City and the Consultant.

I met with Bill at 4:00 p.m. to advise him of the following:

1- Bid letting date has been set back to July 27, 1978.

2- FHWA has asked for clarification of welding procedures on structural members.

3- We have received only "draft" specifications for the project, and no estimate of cost has been furnished.

4- The stipulated date of completion by the Consultant was November 25, 1978. (1977 ?)

5- The City should closely examine Article V of the Consultant Agreement and take whatever action they deem necessary so no problem would be encountered at the audit stage.

6- The City should take whatever steps are required to encourage the Consultant to furnish the entire project package to the Highway Division soon as possible to afford ample time for complete review by our Structural Design Section, Specification Unit and the Federal Highway Administration.

Bill attempted to call Wally Palmateer, OBEC, at 4:30 p.m. but was unable to contact him. Bill assured me the City would do everything they could to correct the situation.

RCL/dlm

cc: William A. Hamilton
E. S. Hunter
Hal Versteeg
Walt Hart
Gerald Wimer
H. N. Van Cleave

5/24/78 Schwartz says this in good hands as R. Long is in daily contact with City - Br. Sect. & other interested parties. Proposed bid letting set for July 27, 1978 unless city or Consultant cannot make. Welding seems to be only issue of concern pers. Schwartz via W. Hart.

Dmtf.

5/18/78

'Nitpicking threatens viaduct plans

A departmental squabble is threatening to delay the Second Street Viaduct project.

The La Grande City Council learned Wednesday that the state's bridge division has delayed approval of plans for the viaduct in a dispute over the shape of a rail, the color of paint, and a welding problem. (27?)

Bids had been scheduled to be opened July 28 on the viaduct, but that could be delayed if the dispute isn't resolved, he said.

At City Engineer Bill Hamilton's request, the council agreed to postpone any action and allow one more week for Oregon Bridge Engineering, which designed the viaduct for the city, to iron out the problem with state officials.

"It sounds to me like two groups nitpicking at one another. I'd like to see that stopped," Hamilton told the council. "I'd say it's time to get busy and build a bridge."

"There's no reason for them to be hassling over details they have had months and months to consider," Councilman John Moser agreed.

Mayor Jim Petersen said the problem is not a crisis situation. "But if they're going to nickel and dime it to death, we're going to call them and say, 'Hey, let's get going here,'" he said.

Construction work on the viaduct is planned to get under way next fall and take approximately a year.

"If we don't hear from them by early next week," with word that go-ahead has been given on the project, "we'll have a little conference called. We're good at expressing our feelings with state agencies," Petersen said.

In other business, the council tabled a decision on a proposal to form a Local Improvement District (LID) to finance street repairs in the neighborhood of Taurus Avenue and Aquarius Way in the Sunny Hill Acres housing development.

The action is intended to give the city engineer time to develop an alternate means of assessment. Under the original proposal, lands fronting a Bonneville Power Administration line would not be assessed, which boosted the proposed assessments to homeowners nearby.

The council also directed the city engineer to study the feasibility of posting no parking signs along Highway 80 in the Island City Strip, from the By Rite Gas Station to the Country Kitchen Restaurant.

The area was recently annexed into the city. Parking regulations have not been enforced there in east of McAlister Lane between the freeway and Highway 30.

Planned by Rodney Dickenson of Hermiston, the motel is just outside the city limits.

Sewers were approved with a stipulation that the motel be required to pay the city's new 5 percent hotel and motel transit tax.

The council also scheduled a June 7 hearing to consider allocating $57,000 in federal anti-recession money for projects like street repairs, building repairs, and airport work. Thompson said the city received $57,000 more than expected in anti-recession money, boosting its total to $117,000 in the past year.

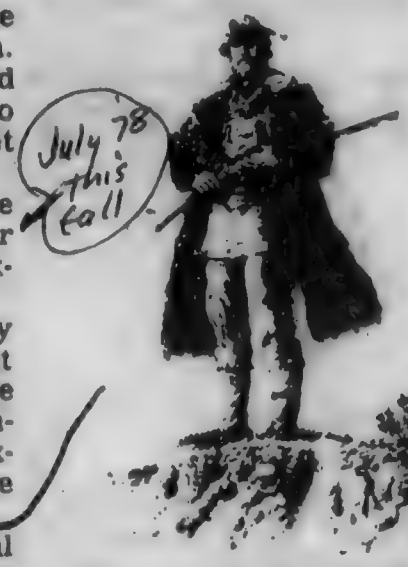
Council members agreed to attempt a June 7 settlement of a stalemated contract dispute between negotiators for the city and the Teamsters Union, which represents the La Grande Police Department in collective bargaining.

The talks became stalled in early February over the status of new officers. The Teamsters want officers on probationary status to be represented by the police bargaining unit; and city negotiators do not.

In other business the council granted Michael Thompson a five-year permit for sewer service to a mobile home just outside the city between 16th Street and Highway Avenue.

The action came on a 3-2 vote, with Mayor Jim Petersen and Councilman Henry Bates voting no. Voting yes were council members John Moser, Gary Roberts and Robert Davidson.

Under city ordinances, mobile homes on individual lots are not currently permitted. That ordinance is being examined by the city planning commission.



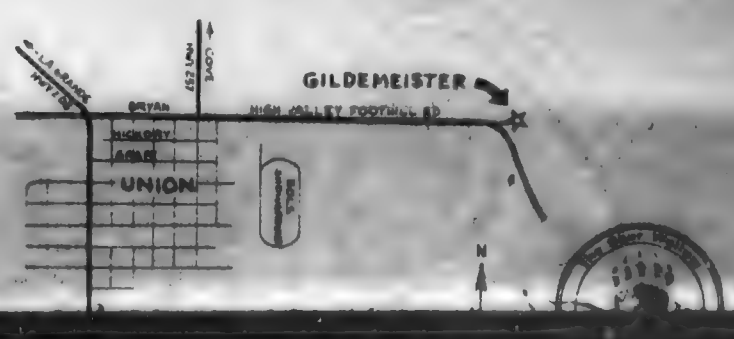
you're invited
to a special show...

an exhibit and sale of original art
from the new book

RENDEZVOUS

autograph party at the union
home of jerry gildemeister

sunday, may 21, 2-6 pm



and a welding problem.

Bids had been scheduled to be opened July 26 on the viaduct, but that could be delayed if the dispute isn't resolved, he said.

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The action is intended to give the city engineer time to develop an alternate means of assessment. Under the original proposal, lands fronting a Bonneville Power Administration line would not be assessed, which boosted the proposed assessments to homeowners nearby.

The council also directed the city engineer to study the feasibility of posting no parking signs along Highway 80 in the Island City Strip, from the By Rite Gas Station to the Country Kitchen Restaurant.

The area was recently annexed into the city. Parking regulations have not been enforced there in the past.

Council members also authorized installation of sanitary sewers to serve the planned 40-unit Dickenson Motel, to be built

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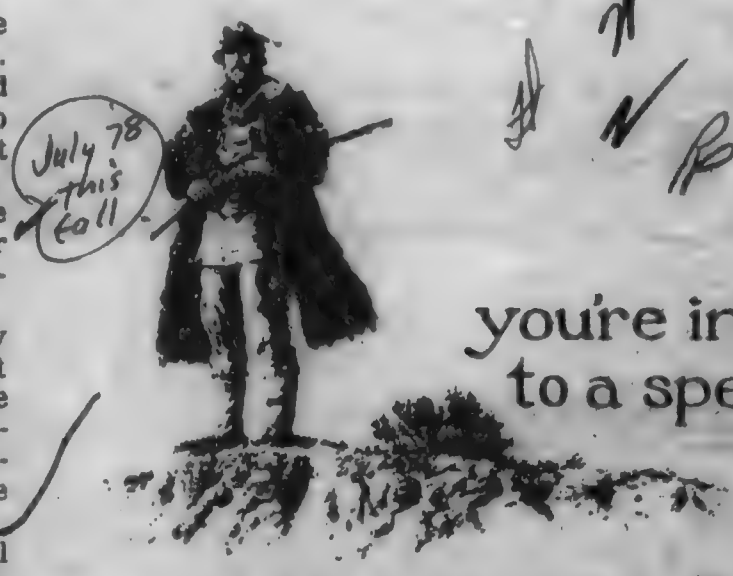


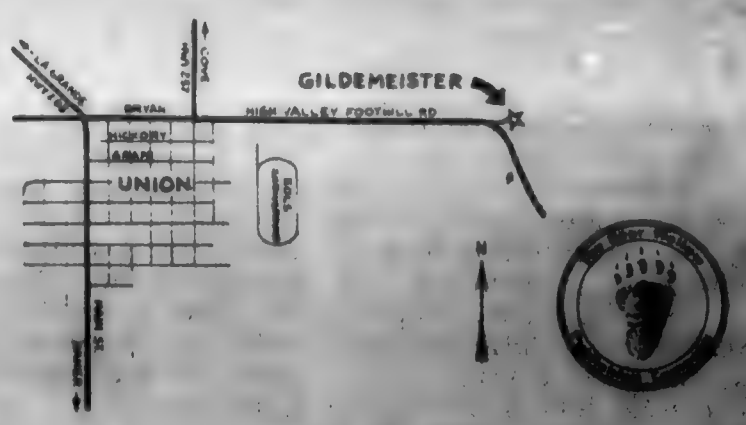
you're invited
to a special show...

an exhibit and sale of original art
from the new book

RENDEZVOUS

autograph party at the union
home of jerry gildemeister

sunday, may 21, 2-6 pm



8795

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
May 23, 1978

RE ☐ RCE ☐ LE ☐ RME ☐ ROE ☐
RFA ☑

MAY 23 1978

RECEIVED
REGION 5 OFFICE

FROM: Roger Lang
Region Federal Aid Specialist

SUBJECT: Second Street Viaduct
SBR Project
City of La Grande

TO: Memo to the Files

I contacted Walt Hart, Structural Design Engineer, concerning the reported "nitpicking" by the Department of Transportation over the shape of rail, color of paint and a welding problem. The "nitpicking" was identified in a report by William A. Hamilton, City Engineer, to the City Council on May 17 and reported in the La Grande Observer on May 18.

Walt advised me there was no problem with the shape of the rail or the color and never had been. He did mention that DOT and OBEC designers had discussed some possible revisions in an attempt to reduce costs but no action was taken. There was a real problem with the welding methods as detailed by OBEC due to some recent failures involving this same welding procedure.

Walt felt the welding detail and procedure have been overcome and the project is on schedule for bid letting on July 27 unless some required permit is not obtained.

I called Bill Hamilton to relay the above information, but he still expressed some concern over the possible delay of the project. I invited Bill to come down so we could get a three-way conversation going with Walt on our WATS line.

About 10:15 a.m., Bill arrived at the Region Office and we called Walt. Bill expressed his concern about the possible delay to the project and our "nitpicking".

RECEIVED
TECHNICAL SERVICES
MAY 30 '78
REFER TO
FOR

Info	Answer	R/D	O/R	Sign	Act	File

Walt told Bill the same as he had told me:

1 - There had been discussions between DOT and OBEC designers concerning the rail but no action was taken because no savings could be realized.

2 - There had never been any conflicts about the color of paint.

3 - The welding methods and details furnished by OBEC had caused some real concern because of recent failures <u>but</u> these problems have been overcome.

4 - OBEC was to hand deliver reproducible drawings and detail sheets on May 26, and he could see no hang up.

Bill brought up the fact "someone from Salem" (he couldn't remember who) had asked about the PUC permit. He told them he had the permit and was very concerned that the DOT did not know about it.

I assured Bill we did know the PUC Order was in existence and had been executed in December of 1977.

Bill brought up the fact the City does not have an agreement with Union Pacific regarding the utility crossing and that he was just now filling out the permit application.

I advised Bill and Walt this was a very real concern as we needed the City/Union Pacific agreement before we could go to contract. I reminded Bill that last November he, Joe Schlieski, and I met to discuss the utility problem, agreements and method of funding. Bill recalled the meeting but said Bob Orr has not yet produced the agreement.

This lack of agreement is a very real problem. Walt told Bill to let him know if they had any problem in getting this agreement from Union Pacific. Walt offered the services of Bob Ellison in obtaining any lacking agreement or permit from the Union Pacific.

Bill advised me he would furnish me a copy of the utility crossing permit as soon as he got it filled out and would keep me posted on the agreement status.

RCL/dlm

cc: Mayor Jim Petersen
Max Thompson, City Manager
Bill Hamilton, City Engineer
E. S. Hunter
Hal Versteeg
Walt Hart
Gerald Wimer
H. N. Van Cleave

8795

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 11, 1978

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Reinforced Earth Retaining Walls
Martin Creek-Anlauf Section
Pacific Highway
Douglas County

UPRR/2nd Street (LaGrande) Section
FAUS 4645
Union County

NOTED
E. S. HUNTER

Approval was obtained from the Public Contract Review Board on Wednesday, May 10, 1978, for the use of the brand name product "Reinforced Earth Retaining Wall" on both of the subject projects.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
W. J. Hart
W. A. Palmateer, Oregon Bridge
J. Sullivan
W. E. Cole

RECEIVED
TECHNICAL SERVICES
MAY 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-4256

4620

April 21, 1978

TO: PCRB Members

FROM: James A. Redden
Chairperson

SUBJECT: Department of Transportation
Specific Exemption for Brand Name
Product for Reinforced Earth
Retaining Walls

A request has been received from the Department of Transportation for an exemption for the specification of a brand name product from The Reinforced Earth Company of Washington, D. C., for several retaining walls on the Martin Creek-Comstock Section, Pacific Highway, Douglas County. Copies of the request and the proposed rule are enclosed.

This will be on the agenda for consideration as a specific exemption at the meeting of the Board scheduled for May 10, 1978, 9:30 a.m. in Room 350 of the Capitol Building.

am
Enclosures
cc: Legislative Counsel
E. S. Hunter

cy Klahn
Mooney
Courter
Kenney
Von Tobel
Wallis
Dubischar
W. F. Cole
Burt Shirley

RECEIVED
TECHNICAL SERVICES
APR 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Department of Transportation
Proposed Temporary Exemption

The Department of Transportation is exempt from competitive bidding requirements to include a bid specification for the brand name "Reinforced Earth Retaining Wall" or "RE Wall" in construction of several retaining walls on the Martin Creek-Comstock Section of Pacific Highway in Douglas County.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1978

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Reinforced Earth Retaining Walls
Martin Creek-Comstock Section
Pacific Highway
Douglas County

The subject project will require a series of retaining walls to prevent fill slopes from encroaching on Pass Creek. The fills vary in height from 15 feet to 27 feet and "Reinforced Earth Walls" are being proposed for several of these locations.

Pursuant to OAR 127 - 20.050, the following brand name will be specified:

The Reinforced Earth Company
1414 - 22nd Street, N.W.
Washington, D.C. 20037

There are several reasons for specifying the "Reinforced Earth Retaining Wall":

(1) The favorable cost differential between this type of wall and other walls investigated.

(2) The ease and speed of construction with the Reinforced Earth System will cause less disruption to the high volume of traffic in what is already a very complicated stage construction program.

(3) The ability to stage construct, either by length or height, along with maximum aesthetic and cost-effective results, enhance this type of wall due to the short construction period for any work in or adjacent to Pass Creek.

As far as this Department can determine, no other company makes a comparable product.

It is believed that this letter fulfills the intent of the law and reflects proper expenditures of public funds.

Your approval of this patented technique is requested as being in the best interest of the public.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
D. H. Moehring
H. S. Coulter
C. T. Keasey
J. H. Versteeg
Jack Sollis
Jack Sullivan
W. E. Cole
Alfred Shirley, Jr.

WEC:ab ja

8795

8

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept 78 in addition to the scheduled projects - Milliken Cr. $600,000 & 2nd St. La Grande $ 1,600,000.

Priority #

1. Wallowa R. Br. #1,100,000
   Field work complete
   R/W disc. - complete
   With some effort should be able to clear R/W.
   Cost of const. permit for - No problems anticipated before Sept.
   Bridge design has not started, we can get this done & have it ready for Sept.

2 Sager Cr. and Kale Cr.
   Nehalem - Hwy. #550,000
   Survey complete
   3 months for R/W & design

3. Rattlesnake Cr. Trail Cr. and Pine Cr. Br.
   John Day Hwy. #280,000

Surveys complete
3-4 months for R/W and design

4. Geary Canal Dr.
1 month on survey
No R/W
3 months design $60,000

5. N. & S. Fork Coyote Cr. Dr. $270,000
Survey completed
R/W negotiations 4 months
Design 3 months

6. Whitewater Cr. Dr. $600,000
Plans complete - ASE June
(This is part of flood
protection project)

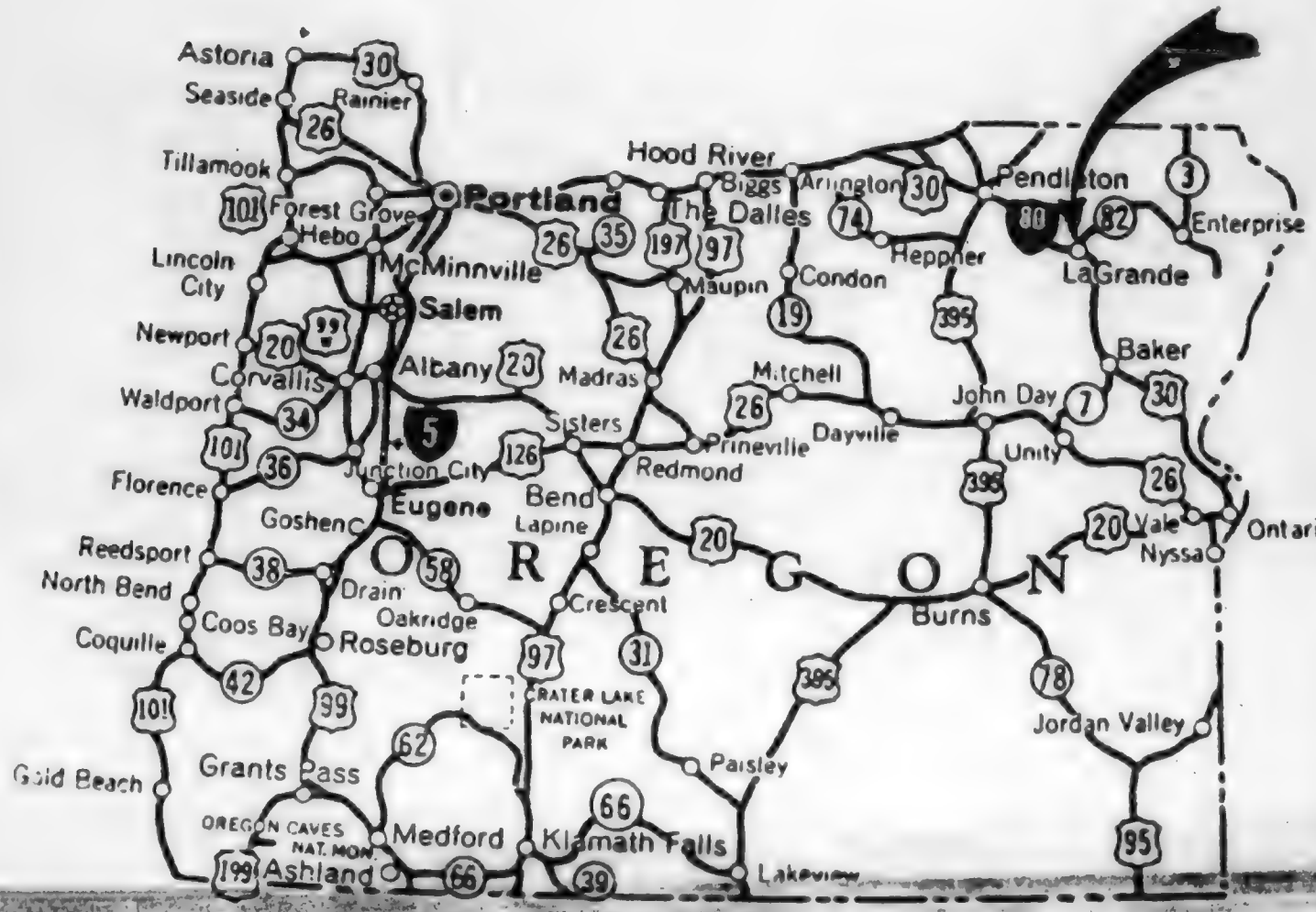
cc Herb Schell
Walt Hart.
Info given Schell by telephone 4-28-78
ESH.
4-28-78

8795 4-25-78

2nd. ST. OVERCROSSING OF U.P.R.R.
CITY OF LA GRANDE
UNION COUNTY

No. 33252

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1978	*See Index*



RE ☐ RCE ☐ RME ☐ ROE

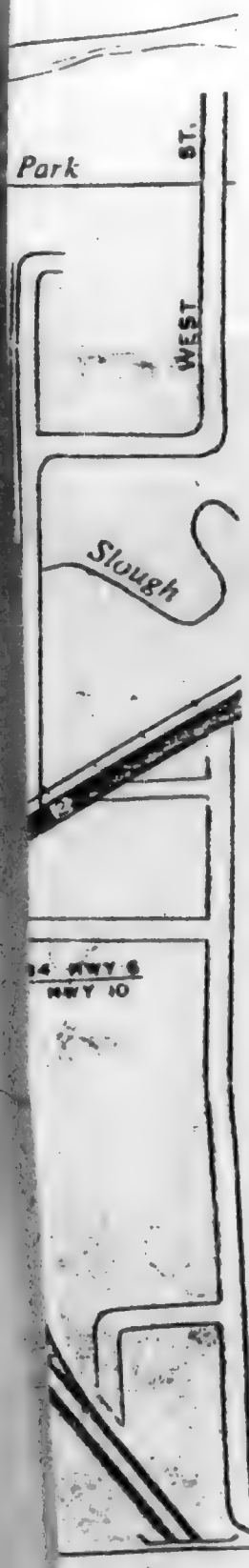
RFA APR 25 1978 ☐

RECEIVED
REGION 5 OFFICE

RE RCE RME ROE

RFA APR 25 1978

RECEIVED
REGION 5 OFFICE



APPROVED BY

CITY OF La Grande

James C. Coleine
MAYOR

F. G. McShane
RECORDER

DATE 4-25-78

REGISTERED PROFESSIONAL ENGINEER 4475 OREGON OCT. 30, 1959 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4552 OREGON MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

SPORTATION

OR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ADVANCE PLANS
NOT FOR CONSTRUCTION
OBEC CONSULTING ENGINEERS

APR 4 1978
DATE

DISTRICT ENGINEER — DATE

8775

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670
La Grande, Oregon
97850

April 24, 1978

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☒ APR 25 1978
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

SUBJECT: 2nd Street Viaduct Drawing Approval

Dear Mr. Lang:

The City of La Grande has reviewed drawing numbers 33252 through 33295 and Oregon State Highway Division standards 2050, 2050A, 2070, 2105, 2126, 2126A, and 2126B, stamped "Advance Plans", dated April 4, 1978, and approves them subject to the following comments:

a. Reference letter Van Cleave to Schwartz, same subject, dated April 10, 1978.

1. Wheelchair ramp maximum allowed slope is 1 to 10 which would mean ramp lengths of at least 34 feet to 57 feet with difficult transitions to existing sidewalks and adjacent properties. The two intersections have an unusual configuration, are at the bottom of the approach grades, and when combined with an expected high ADT will probably result in high risk exposure for wheelchair crossings. A better solution might be to provide standard ramps at the Jefferson and "Y" Avenue intersections.

2. Drawing 33283, change note to D.S. Brown.

3. Provide drainage upstream from abutment bearing points.

b. Provide stairway access from the dead end of "X" Avenue at the left of station 19+53 extending up to the North-South sidewalk on the west side of 2nd Street.

c. Exterior finish of vertical walls to be exposed aggregate.

d. Easement descriptions, locations, owners, and conditions are attached and the indicated work shall be included in the project.

e. The City desires that the work performed by City forces be kept to a minimum.

Enclosed is one set of the drawings signed by the Mayor and Recorder as requested.

Sincerely,

Wm. A. Hamilton
Wm. A. Hamilton, P.E.
City Engineer.

WAH:lt

cc: Max Thompson, City Manager
OBEC Consulting Engineers, Springfield, OR

cy W.J. Hart
Hal Vanstieg
Gerald Winter
Harold Brainerd
Region 1 R/W

8795

FORM 81-734-3030

RE ☐ RCE ☐ RME ☐ ROE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

☐ RFA

FILE:

APR 10 1978

RECEIVED
REGION 5 OFFICE

Pendleton, Oregon

April 10, 1978

FROM: H. N. Van Cleave
Resident Engineer

H. N. Van Cleave

TO: W. E. Schwartz
Region Engineer

L A G R A N D E

SUBJECT: Preliminary Plan Review
Second Street Viaduct
City of La Grande
Union County

In reviewing the plans for the Second Street viaduct, I would like to comment on the following:

1. The stairway details, as shown on Drawing No. 33269, show a maximum of 5.67 difference in elevation to a minimum of 3.37. As this appears to be the only available route to transversely cross Second Street at "X" Avenue and Grandy Street, I would recommend that these areas be thoroughly investigated to see if it would not be possible to install a ramp in lieu of the stairways so that it would not become a barrier to the handicapped.

2. Drawing No. 33283. Note No. 10, O.S. Brown, should read D.S. Brown.

3. It appears that from Station 8+41.19 to 18+95 Rt. and 19+40 Lt., there is no provision for surface drainage. This should be checked.

HNV:sh

cc City of La Grande

cy W.J. Hanst
Hal Vanstieg
OBEC
Wimer ✓

8795

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 28, 1978

FILE:

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Special Bridge Replacement Program
Second Street Viaduct
City of La Grande

TO: Memo to the Files

I have been advised the right of way field negotiations have been completed and have been conveyed to the City of La Grande for their action. Right of way certification is now imminent depending on how quickly the City responds to the required documentation.

Discussions with Wally Palmateer, O.B.E.C., Consultant Engineer for the project, reveal the plans, specifications and estimate of cost are approaching the final stage. In fact, Wally feels everything will be completed in time for a June 22 bid opening. I have asked Wally to forward two sets of plans so I may get a sign off by City officials.

Walt Hart has advised me that he has informed Wally the complete package must be in Salem by May 1 in order to allow review time if a June 22 schedule is to be met.

Note: 3-13-78 Schedule shows July 27, 1978 letting

It sounds as though everyone is getting their act together and we should be able to make the project fly at last.

RCL/dlm

cc: City of La Grande
O.B.E.C.
E. S. Hunter
Dave Moehring
W. J. Hart
Hal Versteeg
Gerald Wimer
Harold Brainerd
Region V Right of Way
J. A. Schlieski

Project left on July letting by W. Hart 4-6-78

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

MAR 30 1978

File: PM FA LG OP

TAA George Recommendation?

copy for (Engineer)

8775

HELM, PETERSEN, & MUKATIS
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

CARL O. HELM, SR. 1881-1948
CARL O. HELM
ROBERT A. PETERSEN
W. ALFRED MUKATIS

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

March 23, 1978

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Frank F. Dickson and
Mary Ellen Dickson
707 Grandy Avenue
La Grande, OR 97850

Capital Financial Services,
Inc. No. 21
111 Elm
La Grande, OR 97850

Re: Second Street Viaduct, File 50102-301

Ladies and Gentlemen:

This office represents the City of La Grande. The City of La Grande has planned a project to construct a new Second Street Viaduct. For this the City has found that the following described acquisition is necessary:

> A temporary easement across the following described real property for a work area in connection with constructing the Second Street Viaduct within the adjacent right of way of Second Street. Since fee simple title to the land to be used for this easement is not being acquired, any use may be made of the land provided that such use shall not interfere with the purpose of this easement. The easement automatically terminates on completion of the construction or on March 22, 1981, whichever is earlier. The land needed for this easement is described as follows:
>
> > The East 10 feet of Lots 1, 2, & 3, Block 18, Grandy's Addition to La Grande, Union County, Oregon.

The City has found it is necessary to acquire and entirely remove the garage bisected by the acquisition approximately

opposite Engineer's center line Station 10+37 and Westerly of the center line of Second Street and in connection with this removal, it is necessary to acquire a right of entry to go upon your remaining real property contiguous to the garage for the purpose of moving, dismantling, or otherwise disposing of the same.

The City of La Grande makes this offer to you for delivery of your conveyance to the City of La Grande, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate [illegible] for the current year during which the City takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the City of La Grande to offer to you, and do hereby offer to you, the sum of $4,500.00.

May I ask your consideration of this offer at an early opportunity. The negotiating agent will continue to be available for any further assistance needed in arranging the details for closing this transaction. Your acceptance assures that this file will be concluded to the satisfaction of all. It is toward this end that I have extended the offer of the City with the hope that you may find it acceptable.

Very truly yours,

W. Alfred Mukatis

WAM:cg
cc: Max Thompson
Bill Barnett, Ore. St. Highway Department

8795

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 1, 1978

William A. Hamilton, City Engineer
City of La Grande
City Hall
La Grande, Oregon 97850

Dear Bill:

RE: Second Street Viaduct

Under the terms of the FAUS Agreement approved on January 20, 1978, the City shall deposit a sum of money equal to 7 percent of the total estimated cost of right of way acquisition.

Total Right of Way Costs	$36,000
Federal Funding	30,880
State	2,560
City	2,560

Please make your check payable to the Highway Division and forward it to me for further processing.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dlm

cc: Gerald Wimer
Harold Brainerd
Region V Right of Way

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978
File: PM FA LG OP
TAA

Form 81-734-3123

8795

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

2-14-78

File 50103-2500

Sta. 19+57 to Sta. 20+86

Name of owner Dean E. and Joanne L. Nelson

Mail address 2502 Second Street Phone No. 963-6361

La Grande, Oregon 97850 Phone No.

Attorney - None - Address

Purpose of purchase Construction Easement OPTION EXPIRES *8/11/78 (2/12/78) Possession Immediate

Location of property 2nd Street Viaduct section of

2nd St. [redacted] (FAU 4645) xxxxxxxx in Union County.

Street address or Sec. T.R. 2502 Second Street

How does taking affect remaining property? Damages due to change of grade.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential property -- Lawn and Shrubs.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done by State in addition to payment of compensation. Turnbichead on back of sheet if necessary.)

Three year Temporary Construction Easement:

LAND:	1325 S.F. @ .21+	$ 280.00
IMPROVEMENTS:	Landscaping (Lawn & Shrubs), Lump Sum	250.00
DAMAGES:	Change of Grade	720.00
	TOTAL AMOUNT DUE OWNERS	$1,250.00

CITY OBLIGATIONS: City agrees to reestablish the driveway to a minimum width of 16 feet (to match existing concrete and gravel drive).

City agrees that the trees fronting grantors property (2nd Street), between the sidewalk and curb, will be removed and this area (except for necessary pavement) will be sloped with topsoil suitable to reseeding to lawn and replanted with shade trees.

City agrees the easement area will be left in a condition and with material (top soil) suitable to reseeding to lawn.

City agrees to construct steps from the new sidewalk to grantors front door walk.

NO RELOCATION:

APPROVED: [signature]
City Engineer

Withholding $ N/A for

Relocation: 3617 forwarded on 2/13/78. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing: $ Rent Supplement

Appraisals: $ 1250.00 By Don W. English Review Appraisal $ 1250.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

☐ Future taking ☐ Complete restriction ☐ ☒

Attorney - None - Address

Purpose of purchase Construction Easement | OPTION EXPIRES 8/11/78 (2/12/78) | Possession Immediate

Location of property 2nd Street Viaduct section of

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NO RELOCATION:

APPROVED: [signature] City Engineer

Withholding $ N/A for

Relocation: 3617 forwarded on 2/13/78 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing. $ Rent Supplement

Appraisals: $ 1250.00 By Don W. English Review Appraisal $ 1250.00

Staff & Fee $ By Carl G. Schmidt Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non Participating $

General remarks Attached copies of executed Real Estate Option and Temporary Easement document.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date Signed [signature] Right of Way Agent

Right of Way Engineer Date WLB/crp Dated 2/14/78

zed by ortation Commission: Date

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 50103-4800

Sta. 11+87 to Sta. 12+52

Name of owner Don P. & Olga M. Rollins

Mail address 2302 Second Street Phone No. 963-5210

La Grande, Oregon 97850 Phone No.

Attorney - None - Address

Purpose of purchase Construction Easement OPTION EXPIRES *8/11/78 (2/12/78) Possession Immediate

Location of property 2nd Street Viaduct section of

2nd Street (FAU 4645) ~~xxxxxxx~~ in Union County.

Street address or Sec. T.R. 2302 Second Street

How does taking affect remaining property? Damages, due to grade change and proximity.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential property -- Lawn.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

*NOTE: Attached copies of executed Real Estate Option and Temporary Easement Document.

Three year Temporary Construction Easement

LAND:	492 S.F. @ .10+	$50.00
IMPROVEMENTS:	Landscaping (Lawn, Shrubs, Trees), Lump Sum	285.00
DAMAGES:	Proximity and Change of Grade	$3,915.00
	TOTAL AMOUNT DUE OWNERS	$4,250.00

CITY OBLIGATIONS: City agrees to leave the easement area in a condition and with material (top soil) suitable to reseeding to lawn.

NO RELOCATION

APPROVED: [signature]
City Engineer

Withholding $ N/A for

Relocation: 3617 forwarded on 2/13/78 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing. $ Rent Supplement

Appraisals: $ 4,250.00 By Don W. English Review Appraisal $ 4,250.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

La Grande, Oregon 97850 Phone No.

Attorney - None - Address

Purpose of purchase Construction Easement OPTION EXPIRES *8/11/78 ~~(2/12/78)~~ Possession Immediate

Location of property 2nd Street Viaduct section of

2nd Street (FAU 4645) ~~XXXXXXX~~ in Union County.

Street address or Sec. T.R. 2302 Second Street

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(Give details regarding dividing of tract, if appropriate)

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(Give details regarding nature, cultivation, improvements and class of property taken.)

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	TOTAL AMOUNT DUE OWNERS	$4,250.00

CITY OBLIGATIONS: City agrees to leave the easement area in a condition and with material (top soil) suitable to reseeding to lawn.

NO RELOCATION

APPROVED: William A. Hamilton
City Engineer

Withholding $ N/A for

Relocation: 3617 forwarded on 2/13/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing, $ Rent Supplement

Appraisals: $ 4,250.00 By Don W. English Review Appraisal $ 4,250.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date Signed: W L Barnett
Right of Way Agent

WLB/crp

Right of Way Engineer Date Dated 2/14/78

Authorized by Transportation Commission: Date

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FORM 21-734-3042 (REV. 10-74)

File 50103-1400

Sta 7+90 to Sta 8+30

Name of owner Wayne R. and Lynda L. Trengove

Mail address P. O. Box 1962 Phone No.

Vancouver, Washington 98660 Phone No. 206-892-8337

Attorney Address

Purpose of purchase Temporary Easement OPTION EXPIRES 9/27/78 (3/28/78) Possession Upon Payment

Location of property 2nd Street Viaduct section of

2nd Street (La Grande) FAU 4645 Highway in Union County

Street address or Sec. T. R. 1708 Grandy, La Grande

How does taking affect remaining property? No adverse effect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot improved with
(Give details regarding nature, cultivation, improvements and class of property taken.)
Lawn and Fence

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumbiehead on back of sheet if necessary.)

3-Year Temporary Construction Easement

LAND:	400 S.F. @ $.26+	$105.00
IMPROVEMENTS:	Lawn, 400 S.F. @ $.20	80.00
	Fencing: Remove or replace, 60 L.F. @ $1.50	90.00
	TOTAL AMOUNT DUE OWNERS	$275.00

NO RELOCATION

APPROVED: Wm A. Hamilton
City Engineer

Withholding $ 90.00 for Fencing

Relocation: 3617 forwarded on 3/28/78 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ *270.00 By W. L. Barnett Review Appraisal $ 275.00*

Staff & $ Carl C. Schmidt

Mail address

Vancouver, Washington 98660 Phone No. 206-892-8337

Attorney Address

Purpose of purchase Temporary Easement OPTION EXPIRES 9/27/78 (3/28/78) Possession Upon Payment

Location of property 2nd Street Viaduct section of

2nd Street (La Grande) FAU 4645 Highway in Union County

Street address or Sec. T.R. 708 Grandy, La Grande

How does taking affect remaining property? No adverse effect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot improved with
(Give details regarding nature, cultivation, improvements and class of property taken.)

Lawn and Fence.

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3-Year Temporary Construction Easement

LAND:	400 S.F. @ $.26+	$105.00
IMPROVEMENTS:	Lawn, 400 S.F. @ $.20	80.00
	Fencing: Remove or replace, 60 L.F. @ $1.50	90.00
	TOTAL AMOUNT DUE OWNERS	$275.00

NO RELOCATION

APPROVED: Wm A. Hamilton
City Engineer

Withholding $ 90.00 for Fencing

Relocation: 3617 forwarded on 3/28/78 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ *270.00 By W. L. Barnett Review Appraisal $ 275.00*

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

*Includes $90.00 for fencing.

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date Signed: Ronald K. English
Right of Way Agent

DWE/crp

Right of Way Engineer Date Dated: 4/6/78

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 50103-4300

Sta. 15+98 to Sta. 18+78

Name of owner *William R. Oliver

**Hazel N. Clark

Mail address *Route 3, Box 3200, La Grande, Ore Phone No. 963-3229

**Route 1, Box 39, Summerville, Ore Phone No. 534-2462

Attorney Address

Purpose of purchase Temporary Easement OPTION EXPIRES 8/15/78 Possession Immediate

Location of property 2nd Street Viaduct section of

2nd Street -- FAU 4645 Highway in Union County

Street address or Sec. T. R. Block 23, Riverside Addition; T3S, R38E, Section 6

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant land now zoned M-1 but comprehensive plan indicates future residential development.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 year temporary construction easement.

LAND: Temporary Easement, 2560 S.F., @ .097+ $250.00

AMOUNT TO BE PAID OWNERS $250.00

NO RELOCATION:

APPROVED: Wm A. Hamilton
City Engineer

Withholding $ for

Relocation: 3617 forwarded on 2/17/78. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 130.00 By W. L. Barnett Review Appraisal $ 250.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

**Route 1, Box 39, Summerville, Ore Phone No. 534-2462

Attorney _____ Address _____

Purpose of purchase: Temporary Easement | OPTION EXPIRES 8/15/78 | Possession Immediate

Location of property 2nd Street Viaduct section of 2nd Street -- FAU 4645 Highway in Union County.

Street address or Sec. T.R. Block 23, Riverside Addition; T3S, R38E, Section 6

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant land now zoned M-1 but comprehensive plan indicates future residential development.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 year temporary construction easement.

LAND: Temporary Easement, 2560 S.F., @ .097+ $250.00

AMOUNT TO BE PAID OWNERS $250.00

NO RELOCATION:

APPROVED: Wm A. Hamilton
City Engineer

Withholding $ _____ for _____

Relocation: 3617 forwarded on 2/17/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ _____ Replacement Housing: $ _____ Rent Supplement

Appraisals: $ 130.00 By W. L. Barnett Review Appraisal $ 250.00

Staff & Fee $ _____ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix _____ Participating $ _____ Non-Participating $ _____

General remarks _____
(Give such general explanation as you desire to support settlement)

Settlement recommended:

_____ Date _____ Signed: Ron DeEnglish
Right of Way Supervisor Right of Way Agent
DE/crp

_____ Date _____ Dated: 2/17/78
Right of Way Engineer

Authorized by Transportation Commission: Date _____

0903

INTERNATIONAL FORMS • 7425

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 50103-3300

Sta. 19+56 / 0+40 to Sta. 20+10 / 1+00

Name of owner Earl T. Cookson

Mail address P. O. Box 151 Phone No. 963-2941 (Business)

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Temporary Easement OPTION EXPIRES 8/14/78 Possession Immediate

Location of property 2nd Street Viaduct section of

2nd Street -- FAU 4645 Highway in Union County.

Street address or Sec. T.R. 803 "X" Avenue, La Grande, Oregon

How does taking affect remaining property? Some change in grade.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Easement across residential lot improved with lawn.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Three year Temporary Construction Easement.

LAND:	Temporary Easement -- 595 S.F. @ $.25+	$150.00
IMPROVEMENTS:	Lawn, 595 S.F. @ $.21+	125.00
	TOTAL AMOUNT DUE OWNER	$275.00

CITY OBLIGATIONS: City agrees to leave the easement area in a condition and with material suitable for reseeding to lawn.

City agrees to construct approach and driveway at Eng. Sta. 20+10 of appropriate width for a 10' driveway. Driveway to be graded into Grantor's property a sufficient distance to meet present grade of lot.

NO RELOCATION

APPROVED: (0) "221" A. Hamilton
City Engineer

Withholding $ for

Relocation: 3617 forwarded on 2/17/78. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 270.00 By W. L. Barnett Review Appraisal $ $275.00

Mail address P. O. Box 151 Phone No. 963-2941 (Business)

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Temporary Easement | OPTION EXPIRES 8/14/78 | Possession Immediate

Location of property 2nd Street Viaduct section of

2nd Street -- FAU 4645 Highway in Union County.

Street address or Sec. T.R. 803 "X" Avenue, La Grande, Oregon

How does taking affect remaining property? Some change in grade.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Easement across residential lot improved with lawn.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Three year Temporary Construction Easement.

LAND:	Temporary Easement -- 595 S.F. @ $.25+	$150.00
IMPROVEMENTS:	Lawn, 595 S.F. @ $.21+	125.00
	TOTAL AMOUNT DUE OWNER	$275.00

CITY OBLIGATIONS: City agrees to leave the easement area in a condition and with material suitable for reseeding to lawn.

City agrees to construct approach and driveway at Eng. Sta. 20+10 of appropriate width for a 10' driveway. Driveway to be graded into Grantor's property a sufficient distance to meet present grade of lot.

NO RELOCATION

APPROVED: (0) 'ZZ' D. Hamilton
City Engineer

Withholding $ for

Relocation: 3617 forwarded on 2/17/78. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 270.00 By W. L. Barnett Review Appraisal $ $275.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date Signed Right of Way Agent

DE/crp

FINAL REPORT of Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

FORM 81-734-3042 (REV. 10-74)

File 50103-1300

Sta. 7+50 to Sta. 7+90

Name of owner Vallas D. Dexter and Doloris Dexter

Mail address 2114 2nd Street Phone No. 963-5019

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Temporary Construction Easement OPTION EXPIRES 8/15/78 Possession Immediate

Location of property 2nd Street Viaduct. section of

2nd Street -- FAU 4645 Highway in Union County

Street address or Sec. T.R. 2114 Second Street, La Grande

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot improved with lawn
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 Year Temporary Construction Easement.....

LAND:	450 S.F. @ $.24+	$110.00
IMPROVEMENTS:	Lawn -- 450 S.F. @ $.20	90.00
	TOTAL AMOUNT DUE OWNERS	$200.00

NO RELOCATION

APPROVED: Wm A. Hamilton
City Engineer

CITY OBLIGATIONS: City to leave easement area in such condition and with suitable material (top soil) for reseeding to lawn. City will re-establish grantor's walk to meet new grade of sidewalk and grantor's driveway and approach to meet new grade of street. City to provide for vehicular access to grantor's driveway except for short periods of a few days duration.

WAH

Withholding $ for

Relocation: 3617 forwarded on 2/17/78. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 200.00 By W. L. Barnett Review Appraisal $ 200.00

Staff & Fee: $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

La Grande, Oregon

Attorney _____ Address _____

Purpose of purchase Temporary Construction Easement | OPTION EXPIRES 8/15/78 | Possession Immediate

Location of property 2nd Street Viaduct. section of

T 2nd Street -- FAU 4645 Highway in Union County

Street address or Sec. T.R. 2114 Second Street, La Grande

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot improved with lawn
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 Year Temporary Construction Easement.....

LAND:	450 S.F. @ $.24+	$110.00
IMPROVEMENTS:	Lawn -- 450 S.F. @ $.20	90.00
	TOTAL AMOUNT DUE OWNERS	$200.00

NO RELOCATION

APPROVED: Wm A. Hamilton
City Engineer

CITY OBLIGATIONS: City to leave easement area in such condition and with suitable material (top soil) for reseeding to lawn. City will re-establish grantor's walk to meet new grade of sidewalk and grantor's driveway and approach to meet new grade of street. City to provide for vehicular access to grantor's driveway except for short periods of a few days duration.

W.A.H.

Withholding $ _____ for _____

Relocation: 3617 forwarded on 2/17/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ _____ Replacement Housing: $ _____ Rent Supplement

Appraisals: $ 200.00 By W. L. Barnett Review Appraisal $ 200.00

Staff & Fee $ _____ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix _____ Participating $ _____ Non-Participating $ _____

General remarks _____
(Give such general explanation as you desire to support settlement)

Settlement recommended:

_____ Date _____ Signed: Ron W. English
Right of Way Supervisor Right of Way Agent

DWE/crp

_____ Date _____ Dated: 2/22/78
Right of Way Engineer

Authorized by Transportation Commission: Date _____

INTERNATIONAL FORMS # 7425

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 50103-400

Sta. 10+61 to Sta. 11+51

Name of owner Harold H. Wright and Delores J. Wright

Mail address 2211 First Street Phone No. 963-3691

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Temporary Construction Easement OPTION EXPIRES 8/16/78 Possession Immediate

Location of property 2nd Street Viaduct section of

2nd St., -- FAU 4645 Highway in Union County.

Street address or Sec. T.R. S.W. Corner Palmer and 2nd Street (Section 6, T3S, Range 38E)

How does taking affect remaining property? No adverse affect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 Year Temporary Construction Easement....

LAND:	Temp. Ease., 900 S.F. @ $0.14-	$125.00
	TOTAL AMOUNT DUE OWNERS	$125.00

NO RELOCATION

APPROVED: James A. Hamilton
City Engineer

Withholding $ for

Relocation: 3617 forwarded on 12/17/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 125.00 By W. L. Barnett Review Appraisal $ 125.00

Staff & $

Mail address 2211 First Street Phone No. 963-3691

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Temporary Construction Easement | OPTION EXPIRES 8/16/78 | Possession Immediate

Location of property 2nd Street Viaduct section of

2nd St., -- FAU 4645 Highway in Union County.

Street address or Sec. T.R. S.W. Corner Palmer and 2nd Street (Section 6, T3S, Range 38E)

How does taking affect remaining property? No adverse affect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Temporary Construction Easement across residential lot.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

3 Year Temporary Construction Easement....

LAND:	Temp. Ease., 900 S.F. @ $0.14-	$125.00
	TOTAL AMOUNT DUE OWNERS	$125.00

NO RELOCATION

APPROVED: James A. Hamilton
City Engineer

Withholding $ for

Relocation: 3617 forwarded on 12/17/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 125.00 By W. L. Barnett Review Appraisal $ 125.00

Staff & Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix Participating $ Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date Signed Right of Way Agent
DWE/crp

OREGON STATE HIGHWAY DIVISION

FORM 81-734-3042 (REV. 10-74)

File 50108-100

Sta 9+11 to Sta 11+51

Name of owner Robert J. Kohler and Cindy L. Kohler

Mail address 801 Grandy Avenue Phone No. 963-5738

La Grande, Oregon 97850 Phone No.

Attorney Address

Purpose of purchase Permanent and Temporary Easement OPTION EXPIRES 8/16/78 Possession Immediate

Location of property 2nd Street sections of

2nd Street -- FAU 4645 Highway in Union County

Street address or Sec. T. R. 801 Grandy Avenue, La Grande

How does taking affect remaining property? Limits use of easement area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent easement across residential lot improved with lawn, garden and trees
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement (Give acreage basis together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Permanent Easement for utilities and 3 year temporary construction easement.

LAND:	3600 S.F. @ $.30		$1,080.00
IMPROVEMENTS:			
	Lawn and Garden	$240.00	
	Trees	180.00	420.00
	TOTAL AMOUNT DUE OWNERS		$1,500.00

RELOCATION: Moving allowance to be made for removing personal property from easement area.

APPROVED: Wm A. Hamilton
City Engineer

CITY OBLIGATIONS: City agrees to leave easement area in a condition and with material (top soil) suitable for reseeding to lawn. City to pay processing fee, if any for mortgage subordination.

WLB

Withholding $ for

Relocation: 3617 forwarded on 2/17/78 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 1,500.00 By W. L. Barnett Review Appraisal $ 1,500.00

Staff & Fee: $ By Carl G. Schmidt, Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Address

Purpose of purchase: Permanent and Temporary Easement | OPTION EXPIRES 8/16/78 | Possession: Immediate

Location of property: 2nd Street

Sections of 2nd Street -- FAU 4645 Highway in Union County

Street address or Sec. T. R.: 801 Grandy Avenue, La Grande

How does taking affect remaining property? Limits use of easement area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken: Permanent easement across residential lot improved with lawn, garden and trees.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Permanent Easement for utilities and 3 year temporary construction easement.

LAND: 3600 S.F. @ $.30			$1,080.00
IMPROVEMENTS:			
Lawn and Garden	$240.00		
Trees	180.00		420.00
	TOTAL AMOUNT DUE OWNERS		$1,500.00

RELOCATION: Moving allowance to be made for removing personal property from easement area.

APPROVED: Wm A. Hamilton
City Engineer

CITY OBLIGATIONS: City agrees to leave easement area in a condition and with material (top soil) suitable for reseeding to lawn. City to pay processing fee, if any for mortgage subordination.

WLB

Withholding $ _____ for _____

Relocation: 3617 forwarded on 2/17/78, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ _____ Replacement Housing: $ _____ Rent Supplement

Appraisals: $ 1,500.00 By W. L. Barnett Review Appraisal $ 1,500.00

Staff & Fee: $ _____ By Carl G. Schmidt, Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix _____ Participating $ _____ Non-Participating $ _____

General remarks _____
(Give such general explanation as you desire to support settlement)

Settlement recommended:

_____ Right of Way Supervisor Date _____ Signed: Don W. English Right of Way Agent

_____ Right of Way Engineer Date _____ DWE/crp Dated: 2/22/78

Authorized by Transportation Commission: Date _____

8795

January 23, 1978

City of La Grande
City Hall
La Grande, OR 97850

Attention: F. C. McShane
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6399

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the 2nd Avenue Viaduct in La Grande.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

8795

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-3-78

FEDERAL AID PROJECT NO: M-TQM-4645(2)

STATE PROJECT NO.: See Below

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80101

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-3-78	FAU 4645	City Street

GENERAL LOCATION:

"Second Street Viaduct - (La Grande) Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-19-77 letter you are authorized to proceed with the actual acquisition of right of way as outlined on sketch map attached to letter, TEC NTE $36,000- F.F. $30,888.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

Swan
1-10

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-3-78	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Long

9775

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

December 28, 1977

RE ☐ RCE ☐ RBE ☐ RME ☐

ROE ☐ DEC 29 1977

RDE ☐ RECEIVED REGIONAL OFFICE

Obec Consulting Engineer
P.O. Box 72
Springfield, OR 97477

SUBJECT: Second Street Viaduct
Obec Job No. 93-I

The purpose of this letter is to answer questions in your September 2 and October 17 letters to the City, and also to inform you of several recent and encouraging events.

A. September 2, 1977, Letter to City:

a. Drainage. We have sent the information requested so it is assumed you can or have completed the drainage design.

b. Lighting. The proposal you made is satisfactory. The contract should include the lighting fixtures, poles, and embedded service conduits complete.

c. Utilities.

(1) City. Transmitted with this letter is 1 set of plans for the City water, sanitary and storm sewer line modifications and relocations. We want to include this work with the bridge contract so it will have to be shown in the plans/specs. Funding of this work will be by a separate F.A.U.S. Grant (86% Fed., 7% State, 7% Local).

PROJECT MANAGEMENT
PME ☒ OCE ☒ OM ☐
LGE ☒ FAE ☐ CPE ☐
JAN 5 1978
File: PM FA LG OP
TAA Zehnet

(2) U.P.R.R. Communication lines, signal block lines, and spur track relocations will also be funded under the F.A.U.S. project, but the work will probably be done by the U.P.R.R.

(3) Cal-Pac.
Electrical. Their relocation work will be done by and funded by Cal-Pac. My understanding is that it will involve removing poles in the project right-of way and relocating them to off-site locations.

Gas. The current plan is to relocate the existing 4" or larger line at some shallow depth in each approach fill and to carry it across the bridge structure in a conduit inside one of the beams. The gas line work will be done by and funded by Cal-Pac. Details should be available shortly.

(4) General Telephone. Their work will be to relocate lines from the project right-of-way to off-site locations.

(5) Northwest Bell. They plan to deepen their line at about the existing location at Palmer. The problem is to stay clear of the City storm line proposed work and to stay clear of the vertical wall leveling slabs.

(6) City fire alarm line. This will be relocated off-site in cooperation with the General Telephone Work.

(7) Cable T.V. This utility has no plans to locate in the project right-of-way.

d. Landscaping. We can't find a satisfactory plant type cover that wouldn't need an expensive and problem causing irrigation system. It appears that the only thing left is a layer of sterilized fill material on top of plastic sheet.

3. Right-of-way. This work will be done by the O.S.H.D. and funded under the F.A.U.S. grant project. We are using the easements shown on your drawings to us except the easement on the east side of the south approach was widened to 15' for a water line relocation. (See drawings transmitted herewith).

B. October 17, 1977. Letter to City:

a. Construction Easements from U.P.R.R. They have said that crossing easements to transport fill will not be granted, but that all other construction and permanent easements will be granted. We need to get details of our needs and work them out with U.P.R.R.

b. Pedestrian Crossings. Your proposals at Grandy and "X" are satisfactory except the railings should stop at least 2' from the face of curb line.

c. Driveway at Station 20+25. This problem will be addressed during property negotiations by O.S.H.D. I think the property owner will prefer to keep the driveway and garage in the present locations, but is is best determined during the negotiations.

C. Present Events:

a. P.U.C. order for the work and financing formula was filed effective December 5, 1977.

b. Funds are available from F.H.W.A. and P.U.C. as well as City and U.P.R.R.

c. Agreements have been completed between City and the O.S.H.D. for project financing and for property acquisition work.

d. Supplementary F.A.U.S. project was approved by D.O.T. December 15, 1977, in the amount of $200,000 (Total project cost) to assist in City Utility relocation, right-of-way acquisition, and U.P.R.R. utility relocation work.

e. O.S.H.D. has scheduled the bid letting for April 27, 1978.

From here, it appears that the project is "go", but that some important things have got to be done as soon as possible to get completely ready in time.

Following are things that I'm aware of and you probably can add to the list:

1. Certification by O.S.H.D. that property acquisition has been completed.

2. City and Gas Utility relocation plans/specs. State Health Department approval of joint conduit for sanitary sewer and water lines.

3. U.P.R.R. approval of easements and boring crossing.

4. Final approval by all participants of plans/specs.

I think time is of the essence, and therefore would like you to work up a simple flow chart of the work remaining, showing what information you have to get and when, in order to get ready on time.

Sincerely,

Wm. A. Hamilton, P.E.
City Engineer

WAH/mc

Encl:

CC: Roger Lang, O.S.H.D.
La Grande,
Max C. Thompson, City Manager.

2 file.

Gerald Wimer
Walt Hart
Hal Versteeg
Harold Brainerd
Region II R/W
J.A. Schlisske

#X795

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

December 21, 1977

2H-289.65-A
2H-289.80-A

Mr. H. S. Coulter
State Highway Engineer
Room 129 Transportation Building
Salem, OR 97310

RE: PUX 1108 SXF 879 , 343

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-819 issued by the Public Utility Commissioner on December 5, 1977, relative to the above-subject matter.

Very truly yours

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
R. L. Schroeder
W. E. Schwartz
James E. Chidsey
C. K. Ansell
R. P. Hamilton

RECEIVED
STATE HWY ENGR
DEC 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

ORDER NO. 77-819
Crossing No. 2A-289.65-A
Crossing No. 2A-289.80-A
DOT Crossing No. 809 352V

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 343
SXF 879

In the Matter of the Application of the City of La Grande, Oregon, for authority to cross over the tracks of the Union Pacific Railroad Company at La Grande, Oregon in Union County, in Section 6, Township 3S, Range 38E, W. M., and to alter a railroad-highway crossing adjacent thereto, identified as Crossing No. 2A-289.8A. (SXF 343)

In the Matter of the Application of the City of La Grande for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, main line and yard tracks, in La Grande, Union County, Oregon. (SXF 879)

ORDER

On December 24, 1965, the City of La Grande submitted an application to construct a separated overcrossing of the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, main line and various yard tracks, in La Grande, Union County, Oregon. This application was docketed SXF 343. The proposed overcrossing (2A-289.65-A) was to have been constructed between Second Street and "Y" Avenue, as one terminus, and Cedar Street and Palmer Avenue as the other terminus. This overcrossing was proposed to replace the existing Second Street overcrossing No. 2A-289.8-A.

Hearing in SXF 343 was held on September 21, 1966, in La Grande. The Commissioner issued Order No. 43420, dated February 17, 1967, authorizing the construction of the new separated overcrossing, to be identified as Crossing No. 2A-289.65-A, and provided for removal of the existing overcrossing, No. 2A-289.8-A. The authorized separated overcrossing has never been constructed.

On October 4, 1976, the City of La Grande duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 to alter existing overcrossing No. 2A-289.8-A, 2nd Street, a street under the jurisdiction of applicant, and the main track, seven yard tracks and right-of-way of the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, in La Grande, Union County, Oregon.

The existing overcrossing structure was constructed in 1916 or 1917. The structure has a load rating of 10 tons, which is less than current standards for loaded trucks. In addition, there is a vertical clearance limitation of 11 feet, 9 inches for motor vehicles on the structure. Inspection of the overcrossing structure in 1965 indicated that the timber approaches and the steel structure itself were extensively weathered and in generally poor condition. These conditions ultimately led to the overcrossing being closed to all motor vehicle traffic. Various repairs and strengthening of the structure subsequently allowed the overcrossing to be reopened to automobile traffic only. Currently, the structure has a maximum load limit of seven tons and is closed to all truck and bus traffic.

Applicant proposes to remove the existing overcrossing structure and replace it with a new structure employing earth fill approaches. Vertical clearance over the railroad track was proposed to be 24 feet from top of rail.

By letter dated October 6, 1976, the Public Utility Commissioner stated that the State Grade Crossing Protection Account would participate in the project in the amount of $150,000.

Applicant, by letter dated June 17, 1977, requested that its application be amended to provide as follows:

(a) That project funding be allocated as follows:

1. State Grade Crossing Protection Account to bear $150,000 of the project cost;

2. Federal Special Bridge Replacement Fund, administered by the State Highway Division, to bear $1,212,750 of the project cost or 75 percent of the project cost;

3. City of La Grande/Union County to bear $118,250 of the project cost or approximately 7.3 percent;

4. Union Pacific Railroad Company to bear $136,000 of the project cost or approximately 8.4 percent.

(The above estimates are based upon a total estimated project cost of $1,617,000. If the total cost varies from this estimate, then the proportionate shares change accordingly, except for the $150,000 from the State Grade Crossing Protection Account.)

(b) That modifications to the proposed overcrossing structure be made as follows:

1. Increase vertical elevation over the main line track to at least 26 feet.

2. Utilize vertical slope construction on the sides of the approaches to the overcrossing.

3. Change pier numbering due to modificaton of the structure.

(c) That Public Utility Commissioner's Order No. 43420, dated February 17, 1967, be "vacated or terminated."

By letter dated October 20, 1977, applicant requested its application be amended by:

1. Removing Union County as a fiscal participant in the project, and

2. Modifying the cost allocation formula to provide a method of computing cost allocations to the parties in case the actual cost of the project exceeds or is less than estimated cost of $1,617,000.

As agreed by the parties, the total cost of the project will be allocated as follows:

Where P = total cost of project
Y = amount in excess of $1,617,000 (actual cost less $1,617,000)
X = amount less than $1,617,000 ($1,617,000 less amount of actual cost)

In all cases, the Special Bridge Replacement Program administered by the Oregon Department of Transportation will bear 75% of the total project cost (0.75P), and in all cases, the Grade Crossing Protection Account will bear $150,000.00. Share to

ODOT = Special Bridge Replacement Program administered by Oregon Department of Transportation
GCPA = $150,000
City = City of La Grande
Railroad = Union Pacific Railroad Company

1. When P = $1,617,000, the amount allocated to each party will be as follows:

ODOT share = 0.75 P (75% of P)
GCPA share = $150,000
City share = $118,250
Railroad share = $136,000

2. When P is greater than $1,617,000, the amount allocated to each party will be as follows:

ODOT share = 0.75 P
GCPA share = $150,000
City share = $118,250 + 0.125 Y
Railroad share = $136,000 + 0.125 Y

3. When P is less than $1,617,000 (but greater than $671,000), the amount allocated to each party will be as follows:

ODOT share = 0.75 P
GCPA share = $150,000
City share = $118,250 - 0.125 X
Railroad share = $136,000 - 0.125 X

(It is assumed that the total project cost will not be less than $671,000.00).

Copies of the application, amendments and responses thereto were duly served upon Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Union County, Oregon Department of Transportation, Highway Division and applicant. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds the separated crossing requested herein is required by the public safety, convenience and general welfare, and that it is appropriate to authorize the expenditure of funds from the State Grade Crossing Protection Account as provided by ORS 763.280 and in the amount agreed upon by the parties.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to replace the existing overcrossing structure with a new overcrossing structure on the same general alignment as requested herein is hereby granted.

(2) Physical construction of the new overcrossing structure must be substantially in progress within three years of the effective date of this order. If this condition is not met, the authority granted herein expires on that date.

(3) Applicant shall:

(a) Bear $118,250 of the total project construction cost of $1,617,000 and 12½ percent of any construction costs in excess of $1,617,000. If total construction cost is less than $1,617,000, applicant's share of the cost will be determined as described above in the body of this order.

(b) Remove the existing overcrossing structure;

(c) Construct a new overcrossing structure in the same location as the existing structure, providing a minimum overhead clearance of at least 26 feet above the main line track;

(d) Coordinate all temporary impairments of standard railroad clearances with the Union Pacific Railroad Company at least forty-eight hours in advance of any impairment;

(e) Maintain the overcrossing structure, including all highway appurtenances thereto, and bear all the cost thereof;

(f) Bear the cost of repairing all damage to the structure caused by motor vehicular traffic on the highway; and

(g) Notify the Commissioner upon completion of the project.

(4) Oregon Department of Transportation, Highway Division, shall bear 75 percent of the total project construction cost.

(5) Union Pacific Railroad Company shall:

(a) Bear $136,000 of the total project construction cost of $1,617,000 and 12½ percent of any construction cost in excess of $1,617,000. If total construction cost is less than $1,617,000, railroad's share of the cost will be determined as described above in the body of this order.

(b) Maintain the railroad track, railroad drainage and all railroad facilities beneath the structure and bear all the cost thereof.

(6) Pursuant to ORS 763.280, the Grade Crossing Protection Account shall bear $150,000 of the cost of removing and replacing the overcrossing structure, ordered in paragraphs (3)(b) and (c) above.

(7) Applicant, Oregon Department of Transportation or Union Pacific Railroad Company, whichever advances the share of the cost apportioned to the Grade Crossing Protection Account, as ordered herein, shall present its claim for reimbursement to the Commissioner for approval upon completion of the work ordered in paragraphs (3)(b) and (c) above, as provided by statute.

Before completion of the work the applicant may, pursuant to ORS 763.310, submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor and other services provided to date of billing and for the cost of materials stockpiled at the project site or specifically purchased for use on the project.

(8) Order No. 43420, dated February 17, 1967, is vacated.

After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances as may be necessary is granted subject to provisions of paragraph (3)(d) above.

Made, entered and effective December 5, 1977.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

cjc

CON 17-4
PUX 1108

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building
July 6, 1977

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Mr. Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1108 SXF 879

In the matter of the application of the City of La Grande, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

Dear Mr. Campbell:

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the amendment letter, revised preliminary plans, and council meeting minutes in accordance with the application filed in the above-entitled matter. The city street is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceeding relative to this matter will be appreciated.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
cc: H. S. Coulter
C. T. Keasey
James Chidsey
W. E. Schwartz
Max Thompson, City Manager
Randall B. Kester, UPRC
L. A. Kirkeby, UPRC
Judge E. C. Misener

ORS 19-4
PUX 1108
C

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 22, 1976

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. Donald Still
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1108 SXF 879

In the matter of the application of the City of La Grande, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

Dear Mr. Still:

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The city street is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
cc: H. S. Coulter
C. T. Keasey
James E. Chidsey
W. E. Schwartz
Max Thompson, City of La Grande
Randall B. Kester, Union Pacific Railroad
L. A. Kirkeby, Union Pacific Railroad Company
Judge E. C. Misener, County Judge

NOTED
H.S. COULTER

2795

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80101
Project No. M-TQM-4645(2)
Second St. Viaduct (La Grande) Section
Union County

Attached is data for the subject jointly financed right-of-way project.

We request the following:

(1) Authorization to proceed with the actual acquisition of right-of-way as outlined in red on the attached sketch maps. The estimated total cost of acquiring the easements is $36,000 with an obligation of $30,888 in Federal Aid funds.

There are no improvements within the areas to be acquired; therefore, no relocation assistance is required.

CL:ljt
Att.

cc: W. Schwartz, Region 5
J. B. Boyd
F. Lowe
E. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

December 19, 1977

FEDERAL-A

	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)–(70
CARD 2		City St., 2nd St. Viaduct (La Grande)	ADT	4,600	7,000

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL (7
CARD 3	Right-of-way Acquisition							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	Urban System & Transition Quarter	–
	NAME OF URBAN AREA (17-31) La Grande	ROUTE NO. U / FEDER

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJ TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJ FEDERAL FU (67)
1	(1-15)	(16	41							
5					PE					
5					ROW		"Second St. Viaduct (La Grande) Section"			
							*TQ Funds		13,530	11,608
							M Funds	0.29	22,470	19,278
5					CONST (CODE)					

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

77

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	4,600	7,000 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	124 W32 (4) (9)	80101 (14) (16)

SURV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 15	SEQ. NO.	I Projects Only POST MI. (24) (26)	DESIG. 27
					M-TQM-	4645	(2)		

COUNTY NAME: Union — CODE: 061 (14) (16)

ROUTE NO. U — FEDERAL-AID: 4645 (32) — STATE: City St. (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [ ] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.29	13,530 22,470	11,608 19,278	961 1,596	961 (City) 1,596 (City)	
					ROW - 80' normal; Access Control-None; Parking Restrictions-None.
0.29	36,000 (16) (23)	30,886 (24) (33)	2,557	2,557 (City)	

REMARKS

Additional data: See Item 70443, Project BRM-4645(1).

funds are firm

-over-

USCOMM DUSCOMM-DC 48908-P61

SECOND ST. VIADUCT (LA GRANDE) SECTION

PROJECT NO. M-TQM-4645(2)

Project Data: Work under this project consists of the acquisition of right-of-way all phases necessary to acquire construction easements for the future construction of a 384-foot reinforced concrete railroad overcrossing structure and approaches.

FHPM 4-1-4 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 review letters of approval dated September 20, 1977 and August 12, 1977 respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on June 15, 1977.

FHPM 7-7-5 Requirements:

a. Public Hearings -- Not required under Oregon Action Plan.
b. Location/Design -- Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 2.

(2) No relocation assistance involved.

8795

December 12, 1977

City of La Grande
City Hall
La Grande, OR 97850

Attention: F. C. McShane
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6315

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the 2nd Street Viaduct.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. Agree. att.)

8795

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the December 15 meeting will be six requests for approval of Urban System projects.

La Grande is requesting a $200,640 project to acquire right-of-way and relocate utilities for a future project to reconstruct the 2nd Street Viaduct.

Salem is requesting two projects totaling $26,000 for improvement of Pringle Road and Madrona Avenue.

Three projects totaling $1,024,200 for street improvements on Harmony Road and Sunnyside Road are being requested by Clackamas County.

Federal Urban System funds for these projects are estimated at $1,075,720 with the State providing approximately $87,560 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
J. H. Versteeg
E. L. Hardt
V. E. Skoog
John Sheldrake
W. E. Schwartz
D. N. Harwell
R. N. Bothman
George Bell

CITY OF LAGRANDE
Proposed Urban System Project

2nd Street Viaduct Crossing of UPRR
2nd Street, FAU 4645
R/W Acquisition and Utility Relocations
$200,640

This project consists of acquiring right-of-way and relocating utilities for future construction of an overcrossing structure to carry 2nd Street over the Union Pacific Railroad tracks in the City of LaGrande.

State will perform right-of-way work for the City.

77-j
11/29/77

PROPOSED F. A. URBAN SYSTEM PROJECT

N
LA GRANDE
ROOSTER ROCK
TABLE MTN.
RIVER
PACIFIC
FAU 4720
FAU 4730
FAU 4740
FAU 4745
FAU 4750
FAU 4755
FAU 4760
FAU 4765
FAU 4770
FAU 4775
FAU 4780
FAU 4785
FAU 4790
FAU 4795
FAU 4800
FAU 4805
FAU 4810
FAU 4815
FAU 4820
FAU 4825
FAP 84
FAP 3
FAP 84A
FAP 84B
FAP 84C
FAP 84D
FAP 84E
FAP 84F
FAP 84G
FAP 84H
FAP 84J
FAP 84K
FAP 84L
FAP 84M
FAP 84N
FAP 84P
FAP 84Q
FAP 84R
FAP 84S
FAP 84T
FAP 84U
FAP 84V
FAP 84W
FAP 84X
FAP 84Y
FAP 84Z
FAP 84AA
FAP 84AB
FAP 84AC
FAP 84AD
FAP 84AE
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FAP 84BG
FAP 84BH
FAP 84BJ
FAP 84BK
FAP 84BL
FAP 84BM
FAP 84BN
FAP 84BP
FAP 84BQ
FAP 84BR
FAP 84BS
FAP 84BT
FAP 84BU
FAP 84BV
FAP 84BW
FAP 84BX
FAP 84BY
FAP 84BZ
FAP 84CA
FAP 84CB
FAP 84CC
FAP 84CD
FAP 84CE
FAP 84CF
FAP 84CG
FAP 84CH
FAP 84CJ
FAP 84CK
FAP 84CL
FAP 84CM
FAP 84CN
FAP 84CP
FAP 84CQ
FAP 84CR
FAP 84CS
FAP 84CT
FAP 84CU
FAP 84CV
FAP 84CW
FAP 84CX
FAP 84CY
FAP 84CZ
FAP 84DA
FAP 84DB
FAP 84DC
FAP 84DD
FAP 84DE
FAP 84DF
FAP 84DG
FAP 84DH
FAP 84DJ
FAP 84DK
FAP 84DL
FAP 84DM
FAP 84DN
FAP 84DP
FAP 84DQ
FAP 84DR
FAP 84DS
FAP 84DT
FAP 84DU
FAP 84DV
FAP 84DW
FAP 84DX
FAP 84DY
FAP 84DZ
FAP 84EA
FAP 84EB
FAP 84EC
FAP 84ED
FAP 84EE
FAP 84EF
FAP 84EG
FAP 84EH
FAP 84EJ
FAP 84EK
FAP 84EL
FAP 84EM
FAP 84EN
FAP 84EP
FAP 84EQ
FAP 84ER
FAP 84ES
FAP 84ET
FAP 84EU
FAP 84EV
FAP 84EW
FAP 84EX
FAP 84EY
FAP 84EZ
FAP 84FA
FAP 84FB
FAP 84FC
FAP 84FD
FAP 84FE
FAP 84FF
FAP 84FG
FAP 84FH
FAP 84FJ
FAP 84FK
FAP 84FL
FAP 84FM
FAP 84FN
FAP 84FP
FAP 84FQ
FAP 84FR
FAP 84FS
FAP 84FT
FAP 84FU
FAP 84FV
FAP 84FW
FAP 84FX
FAP 84FY
FAP 84FZ
FAP 84GA
FAP 84GB
FAP 84GC
FAP 84GD
FAP 84GE
FAP 84GF
FAP 84GG
FAP 84GH
FAP 84GJ
FAP 84GK
FAP 84GL
FAP 84GM
FAP 84GN
FAP 84GP
FAP 84GQ
FAP 84GR
FAP 84GS
FAP 84GT
FAP 84GU
FAP 84GV
FAP 84GW
FAP 84GX
FAP 84GY
FAP 84GZ
FAP 84HA
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8775

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 22, 1977

FROM: Roger C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Utility Adjustments
Second St. (UPRR O'xing) Br.
City of La Grande

TO: Geral Wimer
Local Government Programs Manager

S A L E M

Enclosed is application for F.A.U. funds covering anticipated costs of utility adjustments in connection with the proposed S.B.R. project. Also enclosed are drawings and itemized breakdown of the estimated costs.

The application has been reviewed by the Region staff and it appears that reasonable conflict does exist with the possible exception of 12-inch water main.

The City of La Grande is requesting an advance of three years' F.A.U.S. funds to accomplish the project.

Due to the short time remaining to prepare the data for the Transportation Commission's agenda, the Region recommends the maximum amount be made available. The process of identifying participating and non-participating costs will come about later.

To Bob Swan for Programming 11/28/77

RCL:sh
Enclosures

cc W. C. Hamilton

11-29-77 Discussed w/Rod Klein. He was agreeable Bill Bankhead was sick. Advised his office D Kinnei

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 25 1977
File: PM FA
TAA Zakner LG OP

FEDERAL AID PROJECT REQUEST

Date 11-18-77

Applicant Agency City of La Grande, Oregon
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. 4645 Route Name 2nd Street
Project Name Relocation of City and UPRR utilities and right of way acquisition for 2nd Street Viaduct replacement.
Project Length 1525 feet Project Location (Attach sketch map)
Project Description Bore under 7 tracks of UPRR and install 150 feet of 36" diameter steel liner pipe, relocate 1250 feet of water line, relocate 610 feet of sanitary sewer, relay 100 feet of storm drain, acquire right-of-way, relocate UPRR communication and track utilities.

Average Daily Traffic 4,000 Design Speed 25 MPH Residential

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks Project is located in and adjacent to 2nd Street Viaduct Bridge replacement project area.

2. Desired Roadway Cross Section: (Attach sketch)
N.A.

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width N.A. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes easements No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks City and Oregon State Highway Division have agreement for O.S.H.D. to perform right-of-way work for City.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N.A.

2. Proposed Signalization:

Location N.A.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? N.A.

4. Permanent Striping:

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N.A.

2. Proposed Illumination:

Location N.A.

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N.A.

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N.A.

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No _____

   Name of Railroad Union Pacific Railroad

   Existing Crossing Protection Utilities located under UPRR tracks

2. Will existing railroad crossing be altered? yes

   Remarks Relocate subsurface crossings to avoid conflict with bridge replacement construction.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager - Max Thompson Office
2. Environmental — " " Office
3. Public Hearing — " " Office

Remarks Action plan requirements have been addressed previously during bridge replacement grant process.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant___x___

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No___x___
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	33,000
Traffic control	_____
Illumination	_____
Structures	_____
Railroad utilities	44,000
Other City utility relocation	106,920
Preliminary engineering	16,720
PROJECT TOTAL	$ 200,640

Remarks See attached cost estimate

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF La Grande, and/or Union COUNTY

By Mary C Thompson, City Mgr. By _____

By _____ By _____

By _____

2ND ST. VIADUCT REPLACEMENT PROJECT 11/21/77 WAH

FAUS PROJECT TO RELOCATE CITY OWNED WATER AND SANITARY SEWER LINES, RELAY OR STRENGTHEN A STORM SEWER LINE, ACQUIRE RIGHT OF WAY, AND RELOCATE UPRR COMMUNICATION LINES AND SPUR TRACK.

(A) EXPLANATION AND PROPOSED FUNDING.

RELOCATION OF UTILITIES AND RIGHT-OF-WAY ACQUISITION ARE NOT ELIGIBLE COSTS FOR "BRIDGE REPLACEMENT GRANT" FUNDING. BECAUSE THIS WORK IS NOT GRANT ELIGIBLE IT IS PROPOSED TO APPLY FOR A F.A.U.S. PROJECT TO COVER AS MUCH OF THIS ADDITIONAL WORK AS IS POSSIBLE. IT IS UNDERSTOOD THAT THE PRESENT $46,234 IN LA GRANDE'S F.A.U.S. ACCOUNT MIGHT BE INCREASED BY DEPOSITING THREE FUTURE INSTALLMENTS FOR THE FAUS PROJECT APPLICATION WHICH WOULD PROVIDE FOR A TOTAL PROJECT COSTING ABOUT $215,000. THIS F.A.U.S. PROJECT

APPLICATION IS BASED ON THE ASSUMPTION THAT ALL ITEMS OF WORK QUALIFY AND THAT APPROXIMATELY $ 185,000 OF FEDERAL FUNDING WILL BE AVAILABLE.

(B) ESTIMATED COSTS

BASIS:

(a). ALL WORK EXCEPT R/W ACQUISITION AND UPRR UTILITY RELOCATION TO BE DONE BY BRIDGE REPLACEMENT PROJECT CONTRACTOR.

(b). ALL COSTS TO BE INCREASED BY ~30% FOR ADMIN., ENGR., AND CONTINGENCIES.

1. BORE OR TUNNEL UNDER 7 TRACKS OF U.P.R.R. AND INSTALL 150 L.F. OF 36" DIA. x 1/2" WALL STEEL LINER PIPE. 1% OR LESS GRADE. 10 TO 14 FEET DEEP. USE FOR BOTH WATER AND SANITARY SEWER MAINS.
150 L.F. @ $ 290/L.F. = $ 43,500

SH.	2ND ST. VIADUCT REPLACEMENT PROJECT	11/21/77 WAH

2. SANITARY SEWER

RELOCATE 320 L.F.
OF 12" D.I. @ $20/LF = $6,400

RELAY 290 L.F. OF
12" A.C. PIPE @ $20/L.F. = $5,800

CONSTRUCT 2 MH @ $1000 = $2,000

$14,200

3. WATER

RELOCATE 1150 L.F.
OF 12" D.I. @ $20 = $23,000

EXTEND 100 L.F. OF
8" D.I. (PALMER) @ 15$ = $1,500

REUSE 3 INTERSECTIONS, = $10,000
CONNECTIONS, VALVES.

$34,500

4. STORM SEWER.

RELAY OR STRENGTHEN
100 L.F. OF 36" DIA.
STORM DRAIN PIPE
100 L.F. @ $50 $5000

5. R/W ACQUISITION

OSHD ESTIMATE $30,000

2ND ST. VIADUCT REPLACEMENT PROJECT

11/21/11
WAH

6. U.P.R.R. COMMUNICATION AND TRACK UTILITY RELOCATIONS.
LUMP SUM $40,000

SUBTOTAL 167,200

+20% ADMIN, ENGR, CONTINGENCIES 33,440

TOTAL PROJECT EST. $200,640

PROGRAM MANAGEMENT OFFICE MEMO

Date 10/13/77

Subject 2nd St. Viaduct File No.

Received (call) ~~(visit)~~ from George Strawn

Address LaGrande

Made (call) (visit) to Phone 963-3177

Reason for contact and general discussion: Can LaGrande get SBR funds for R/W acquisition and early utilities adjustments? FHPM 6-7-4-1 says SBR funds can not be used for this purpose. City may, with concurrence of County, submit a project application to use FAU funds. City with the help of region should come up with an accurate estimate of R/W and Utilities costs so we can program these item with FHWA.

C.C. George Strawn

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME TGE OPE EAE [illegible] OM Other

1795

PROGRAM MANAGEMENT OFFICE MEMO

Date 10/13/77

Subject 2nd St. Viaduct File No.

Received (call) ~~(visit)~~ from George Strawn

Address LaGrande

Made (call) (visit) to Phone 963-3177

Reason for contact and general discussion: Can LaGrande get SBR funds for E/W acquisition and early utilities adjustments? FHPM 6-7-4-1 says SBR funds can not be used for this purpose. City may, with concurrence of County, submit a project application to use FAU funds. City with the help of region should come up with an accurate estimate of E/W and Utilities costs so we can program these item with FHWA.

C.C. George Strawn

Signature

File ( ) (✓) ( ) ( ) (✓) (✓) ( ) ( ) ★ NM N

Circulate: PME LGE OPE EAE FFE OM Other

8795

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Second Street, La Grande

DATE: September 20, 1977

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as processed~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
G.A. Starkey
Dist. 13
W.E. Schwartz
Reg. 5
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B.L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 660

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
8-9-77
NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW SEP 16 1977

Project #: 7708 2 660 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

UNION COUNTY
SECOND STREET VIADUCT, LAGRANDE

THE NEED FOR REPLACING THE WOODEN VIADUCT CLEARLY CAN BE APPRECIATED.

HOWEVER, THE STRUCTURE APPEARS TO BE SIGNIFICANT IN VIEW OF ITS 89-YEAR HISTORY AND ITS ORIGINAL USE AS A SECTION OF A WILLAMETTE RIVER BRIDGE IN PORTLAND WHICH WAS LONG AGO SUPERSEDED.

IN THIS CASE, THE REQUIREMENTS OF THIS OFFICE CAN BE MET SIMPLY AND EXPEDITIOUSLY BY A GOOD PHOTOGRAPH AND A COPY OF THE HISTORICAL DATA PRESENTLY ON FILE WITH THE (OVER)

Agency SHPO By Robert D Hadlow

HIGHWAY DIVISION. WE REQUEST THAT THE PHOTOGRAPH(S) AND DATA BE SUBMITTED FOR INCLUSION IN RECORDS PERTAINING TO OREGON'S ENGINEERING ANTIQUITIES WHICH ARE MAINTAINED IN THE STATE HISTORIC PRESERVATION OFFICE UNDER PROVISIONS OF PUBLIC LAW 89-665 (THE NATIONAL HISTORIC PRESERVATION ACT OF 1966).

8175

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

ROBERT W. STRAUB
GOVERNOR

306 STATE LIBRARY BLDG. • • • • SALEM, OREGON 97310

Dept of Transportation
Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Second St Viaduct Ne Seaside Due Date: _____

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Federal $ 1,600,000.00 $1,600,000.00

PROGRAM REVIEW AND COMMENT

_____ We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We urge the granting of these funds

NOTED
H.S.COULTER

cc: G. L. Green ✓ Gary Potter Paul Hartwig, Parks
H. S. Coulter ✓ W. J. Hart Gerald Wimer
F. E. Terpin W. E. Schwartz, Reg. 5 B. L. Gifford
J. B. Boyd G. A. Starkey, Dis. 13
J. H. Versteeg Aeronautics Division

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97028

Agency _____ By _____

BEN GIFFORD
8-9-77

Cable Address — ORECONDEV

AUG 12 1977

(#2) 8/95

8

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 9, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 13
Section: Second St. Viaduct (La Grande)
Highway: Second St., La Grande
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 9, 1977.

BLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W.E. Schwartz
District 13 G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 11 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Dept. of Transportation		46] DIVISION: Highway		
03	12] APPLICANT ADDRESS STREET: Oregon Dept. of Transportation Building		46] CITY: Salem		76] ZIP: 97310
04	12] CONTACT PERSON: D. H. Moehring	46] AREA CODE: 503	49] PHONE: 378	58] EXTENSION: 6563	
01	12] PROJECT TITLE: Second Street Viaduct (La Grande)				
11	12] PROJECT LOCATION—CITY: Second Street La Grande	PROJECT LOCATION—COUNTY: Union	PROJECT LOCATION SEC: T: R:		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] The proposed project consists of constructing a 384-foot concrete slab				
07	12] bridge on the alignment now occupied by a wooden bridge.				
08	12] (See Attachment)				
09	12]				
10	12]				

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant: 1,600,000	20] (B) Other: -	28] (C) State: -	36] (D) Local: -	44] (E) FUNDS: -	52] (F) FUNDS: 1,600,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME: US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No ☐ 30 Date: August 9, 1977

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Sept. 42] 43] DAY: 9 44] 45] YEAR: 1977 46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 9, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
BRM-4645(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 15, 1977

Section Second Street Viaduct — Unit (if appl) _____

County Union — City LaGrande

Highway 2nd Street — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length _____

Region 5 — Construction Estimate _____ Program Amount

B. Purpose of Project:

To replace a 89-year-old wooden viaduct with a new concrete structure.

C. Origin & History of Project: LaGrande is physically divided by the main line of the Union Pacific Railroad. The Second Street Viaduct, erected by Union Pacific in 1916, is one of the City's two grade-separation crossings. It was originally part of a larger structure that spanned the Willamette River in Portland. After 28 years of service, the structure was dismantled and transported to LaGrande.

LaGrande has long recognized a need to replace the deteriorating viaduct. Its seven ton load limit prevents buses and most trucks from using the structure. Cost, however, has been prohibitive. Recent Federal programs have enabled the City to design and possibly replace the structure.

D. General Description of Project: The proposed project consists of constructing a 384 ft. concrete slab bridge on the alignment now occupied by the wooden viaduct. The three-span structure would have a 32-foot roadway and a five-foot sidewalk (west slide). Total bridge width would be 41 feet. There would be a 26 ft. clearance above Union Pacific's main line tracks to provide for future electrification. Bridge approaches would be confined between reenforced earth walls--eliminating the need for extensive fill slopes. Estimated cost is $1,617,000. (Continued on Page 1A.)

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 4,600; Projected ADT _____; Yr. 1976

Existing Level of Service _____

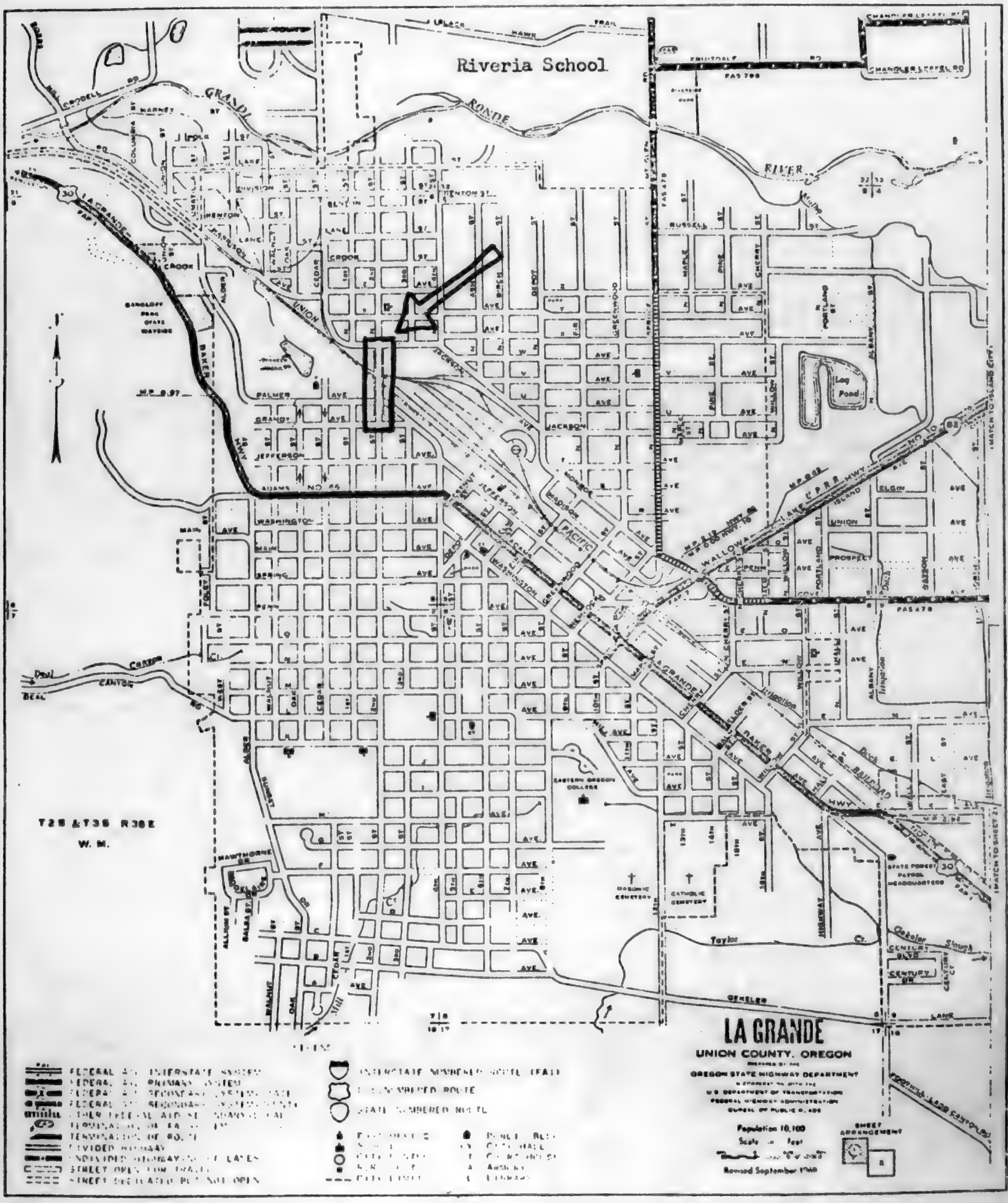
Proposed Facility: Projected ADT 7,000; Yr. 1997

Projected Level of Service _____

D. General Description of Project: (Continued)

During construction, cross-track traffic would be detoured to Fir, Greenwood or Jackson Street. To insure safety, school children would be bused to Riveria School via the Wallowa Lake Highway undercrossing (note map).

LA GRANDE GRADE SEPARATION CROSSINGS



Second Street
Viaduct

Wallowa Lake Highway
Underpass

E. Preliminary Assessment of Environmental Impacts:

Environmental impacts have changed with the most recent viaduct design (1977). The new design constitutes an effort to cut costs and minimize adverse impacts on contiguous property. This is reflected in a comparison of the two designs:

	1974 Design	1977 Design
Bridge Length	478 feet	384 feet
Roadway	32 feet	32 feet
Right-of-Way Required	0.26 acres	0.0 acres
Number of Residences Damaged or Displaced	2	0
Grandy Avenue Dead End	Both Sides	Both Sides
Palmer Avenue Dead End	Both Sides	Both Sides
X Avenue Dead End	Both Sides	West Side
Estimated Cost of Structure	$1,451,000 (1974)	$1,617,000 (1977)

As shown, the principal advantaged of the 1977 design is that the structure does not require additional right-of-way and no homes would be damaged or displaced. Neither design enables traffic to cross Second Street on Grandy, Palmer and X Avenues. The City of LaGrande does not consider this to be a problem, however, because very little traffic uses those streets in the vicinity of Second Street. The 1977 design provides an access from the viaduct to the east side of X Avenue. This was done to accommodate the City shops and any light industry located in the vicinity. The increased cost of 1977 design reflects inflation over a three-year period (1974-77) and the cost of reenforced earth walls.

1. Estimated Impact on Traffic Patterns and Land Use

The proposed structure would accommodate trucks and buses where as now they cannot use the viaduct. An increase in bus and truck traffic is a logical assumption. The volume, however, is conjectural. Traffic studies conducted by the Highway Division and the City of LaGrande do not predict substantial increases. Although much of the area north of the viaduct is zoned for industry, the impetus for growth is lacking. This area was zoned "industrial" to accommodate existing City shops, railroad yard and a few scattered businesses. The construction of a freeway interchange (I-80N) in the vicinity of the Second Street Viaduct could stimulate industrial growth. For the present, however, much construction is unlikely. Log trucks originating north of the City use Spruce Street for access to the Boise Cascade mill. The construction of a new viaduct is not expected to alter this traffic pattern.

Traffic projections based on counts taken in 1975-76 are probably too high (8,300). At that time, the Wallowa Lake Highway railroad underpass was being constructed. Subsequent statistics show a significant decrease in viaduct traffic after the underpass was completed (1977). The Highway Division believes that an ADT of 7,000 vehicles would be a realistic projection for traffic using the new viaduct in 1997.

2. Alternate Designs and Impacts

Four alternate viaduct designs have been considered. They are:

(1) 32 ft. roadway with fill slopes
(2) 32 ft. roadway with reenforced earth retaining walls
(3) 40 ft. roadway with fill slopes
(4) 40 ft. roadawy with reenforced earth retaining walls.

The second alternative was selected primarily because of minimal impacts. All of the alternatives have some impact on access. Two unpaved streets (Grandy and Palmer) would dead-end against the viaduct. Residences facing Second Avenue between Grandy and X Avenues would have to reorient their access to one of those streets. The problem is primarily one of inconvenience.

Several concerns emerged from the May, 1974 public hearing that also have some bearing on the new (1977) design. They include questions of cost, dead-ending streets, and safety.

Cost. Cost-consciousness is very evident in LaGrande. Expenditure of public money is carefully scrutinized. Social costs, however, are frequently overshadowed by more visible dollars and cents. Consequently, the selection of a $1,617,000 design was preceded by an in-depth analysis. Although one of the four design alternatives was cheaper ($1,418,000), it would have a decided adverse impact on adjacent property. The most expensive alternative ($1,860,000) had a minimal effect on adjacent property and also provided a more desirable 40-foot roadway. The design, however, could not be justified on the basis of traffic projections. In this instance, monetary cost outweighed the benefits. The selected design is a compromise. Social cost is minimized; monetary cost is moderate.

Dead-ended Streets. Dead-ending streets against a new structure constitutes a readily visible impact. A few citizens were quick to respond to this proposal at the 1974 hearings. The new design also entails dead-ending against the viaduct. Traffic studies, however, indicate that the impact would be minimal, i.e., more inconvenient for residents living next to the viaduct than for motorists as a whole. Streets now crossing Second Street under the viaduct are unpaved and vary in width (i.e., Grandy and Palmer). Access from the west side of X Avenue (an unpaved street) onto the viaduct is provided. Existing and projected traffic volumes does not warrant access from the east side of X Avenue.

Safety. One citizen expressed concern with the safety of school children during viaduct construction. Crossing railraod tracks to and from school and Pioneer Park was cited as hazardous. The City of LaGrande has addressed this problem in part. Tentative plans are to bus children living south of the viaduct to Riveria School during the construction period. Parents must also share the responsibility by instructing children in the hazards of crossing railroad tracks.

Potential heavy truck traffic has also been cited as a safety hazard and nuisance. Although trucks and buses will undoubtedly use the new structure, the volume is speculative. The continuing function of Second Street as a principal route will generate some truck traffic. In addition, the Union County fairgrounds will periodically draw truck and bus traffic. Neither traffic studies or long-range land use plans, however, indicate substantial increases. Noise levels in the vicinity of Riveria School are not expected to change appreciably.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the Grande Ronde Valley within the city limits of LaGrande (population 10,500). This particular section of the valley is at an elevation of about 2,700 feet above mean sea level. Average annual precipitation is 20 inches. January-March temperatures average 34.4°F; July-September temperatures average 66.8°F. LaGrande's annual snowfall averages 37 inches. The valley is drained by the Grande Ronde River which flows about ½ mile north of the proposed project. The relatively flat terrain in this section of the city is susceptible to occasional flooding.

The local environment is decidedly urban.

2. Cultural:

The proposed project is located in an urban setting. Residential, commercial and industrial zoned areas are in the immediate vicinity of the project. An elementary school (Riveria) is located two blocks north of the existing structure. Power, gas, telephone, storm sewers and waterline must either be moved or modified.

Preliminary Identification of Areas of Critical Concern:

None identified.

Potential for Controversial Issues:
None identified.

Potential for Consistency of Proposal With: Consistent.

a. Clean Air Implementation Plans

b. Noise Standards

Noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

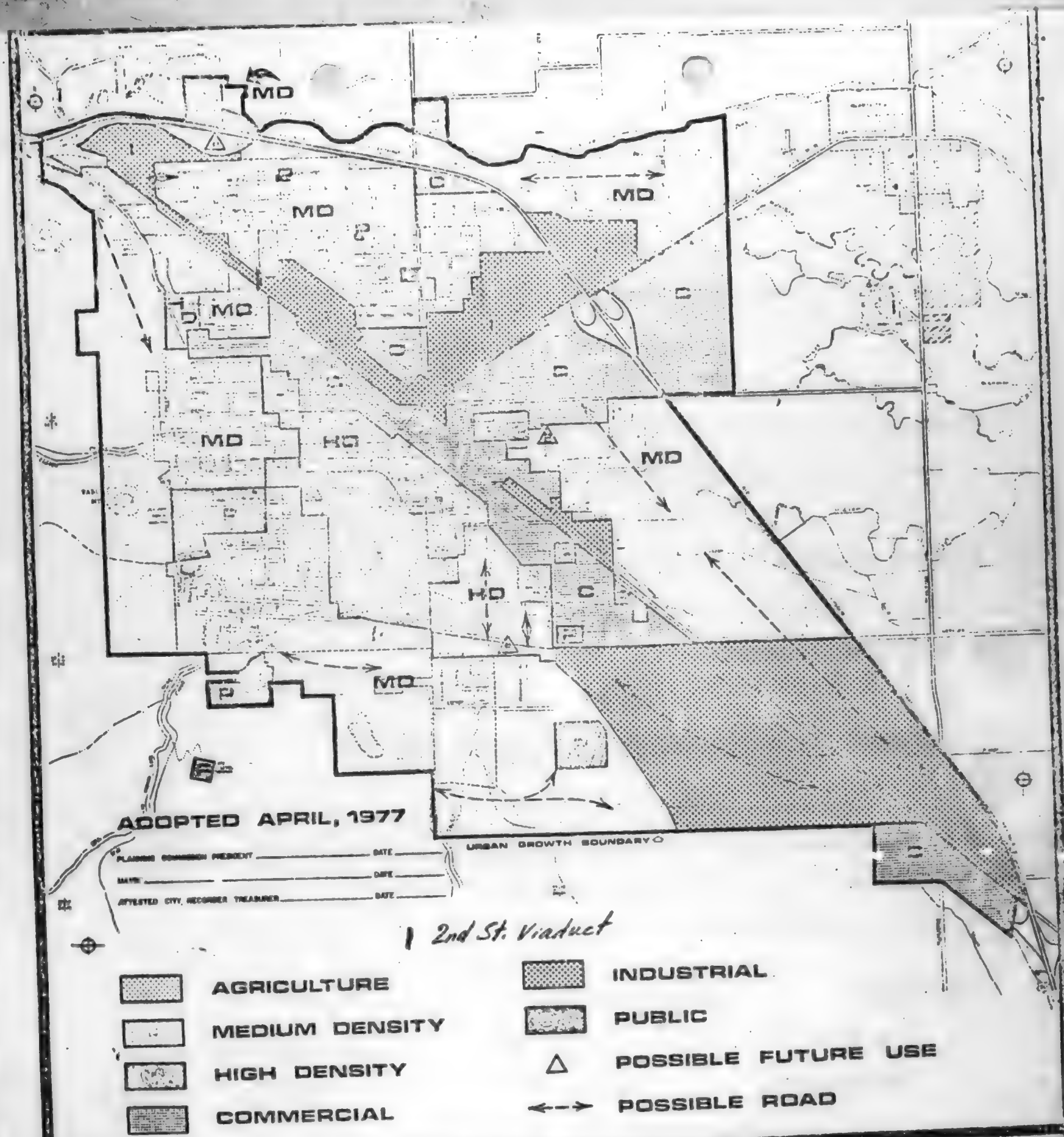
Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4



COMPREHENSIVE PLAN

LA GRANDE, OREGON

THE PLAN

The land use element of La Grande's Comprehensive Plan is intended to provide a general guide to the future use of land with the City and its urban growth boundary. In addition to the goals, policies, and recommendations, the land use element consists of a map (see page 9), indicating the proposed location, intent and pattern or the various defined land uses relating to the orderly physical development of La Grande.

The land use plan is based on the existing land use pattern and its relationship to such factors as natural land features; natural hazard areas; accessibility with respect to the existing and proposed transportation network; the nature, amount and direction of projected future growth; the location with respect to existing and proposed public facilities and utilities; relationship to nuisance factors, and the desirability of the location for future major uses.

The land use classifications indicated on the plan for the area within the City of La Grande and the La Grande Urban Growth Boundary include two- residential, and more specific separation of uses within each plan classification will be made by the zoning map and related ordinance provisions.

A brief definition of each land use classification follows:

Plan Classification	Purpose
Medium Density Residential (MD) (10 or less dwelling units per gross acre)	To provide areas suitable and desirable for single-family residential uses which have or will need public water and seweage services, commercial and educational support facilities, and employment opportunities. Planned developments and duplexes are also included provided the density does not exceed 10 units per gross acre.
High Density Residential (HD) (11 or more dwelling units per acre)	To provide areas suitable and desirable for all types of high density residential development including apartments, planned developments, and other multi-family dwelling units. Under certain conditions with appropriate safe-guards, low traffic generating non-residential land uses may be suitably located in close association with high density residential uses. This classification would be applied primarly to locations where public water and sewer systems are available and where intensive commercial areas or public use areas are located nearby.

Commercial	To provide areas suitable and desirable for retail, wholesale, service, office, warehouse, tourist, and other similar commercial activities which are needed by the City and surrounding areas. Such are generally encompass the original commerci areas and radiate from there. Zone class ifications will be used to differentiate between commercial activities.
Industrial	To provide areas suitable and desirable those activities that are involved in processing or reprocessing materials and resources. These activities are needed maintain or improve the City's economy and employment. Industrial areas are generally located where services and tr portation improvements are available, a development is compatible with surroun area uses. Zone classifications can be used to differentiate between industria activities if necessary.
Public	To indicate areas desired to be used fo existing or anticipated public uses suc schools, and other local public, State Federal activities or facilities.
Agricultural	To provide areas suitable and desirable be utilized for grazing or crop product Urban development is to be discouraged until there is shown a public need to justify converting this area to urban u
	Indicates areas that may be suitable fo different urban uses providing certain conditions are satisfied.
	Indicates vicinities where needed road connections have been identified.
	Indicates areas that may be subject to flood damage. Some urban uses may be allowed, providing certain conditions satisfied. These areas are defined in more detail on Map 5, Hazards.

8795

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-4645(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70443

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77

REFER TO
orig to Mailing
FOR

Insp	Instes	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-15-77	FAU 4645	City Street

GENERAL LOCATION:

"Second Street Viaduct (La Grande) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION Including utility preparatory work TEC not to exceed $14,000-FF $10,500

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR 1240 dated 3-3-77 authorized all phases of PE necessary to obtain an approved Final Negative Declaration. Reassessment of project concurred in by this office June 15, 1977, states the project is a Catagory 3, non major action and you are now authorized to proceed as shown above as requested in Mr. Swan's August 5, 1977, letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-8-77	G. K. Hassmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-035

8775

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

Sp. Br. Replacement

8-3-77
~~July 29, 1977~~

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☒ OPE ☐
AUG 2 1977

TAA Holmes File: PM FA LG OP

RECEIVED
STATE HWY ENGR
AUG 1 77
REFER TO
FOR
Info | Imprv | R/D | D/R | Sign | Act | File

E. S. Hunter
Technical Services Engineer
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

SUBJECT: Second Street Overcrossing
Union Pacific Railroad

Dear Mr. Hunter:

This letter is to bring you up to date on the progress toward replacement of the Second Street Viaduct.

The bridge design by Oregon Bridge Engineering Company is in its final stages with advance plans and specifications being submitted to the Highway Division for review as they are developed.

We are still waiting for the order from the Oregon Public Utility Commissioner to answer our application (File SXF-879) for the reconstruction of this railroad overcrossing. The Union Pacific Railroad has requested until August 1, 1977 within which to respond to our application. We are not expecting the need for the P.U.C. to hold a hearing on this matter, so an order should not be too many weeks away.

The commitment for the 25 percent share of the project cost has been assured except for the written agreement from the Union Pacific Railroad and that should be part of their response to the P.U.C. by August 1. We have a tentative understanding

8-3-77
Mocking
Is this covered by agreement?
If not one should be drafted
EBH

NOTED

with the Railroad that they will pay $136,000. The Oregon Public Utility Commissioner has committed $150,000 from the state grade crossing account. The City of La Grande and Union County, Oregon have committed $120,000 from current revenues of their current budgets.

We are planning towards a contracting date of December, 1977 or January, 1978 as you suggested in your letter to Mayor Petersen on July 5, 1977.

Very truly yours,

Max C. Thompson

Max C. Thompson
City Manager

MCT:LT

xc: Oregon Bridge Engineering Company
Roger Lang, State Highway

8795

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 29, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Second Street Viaduct
2nd Street
Union County

Versteeg
Olson
Christenson
Scott
Swenson
Savage
Trout

RECEIVED
AUG 04 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
B. L. Gifford

8-1-77

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info | Inc | R/D | D/R | Sign | Act | File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 15, 1977

In reply refer to: HA.5/OR

SUBJECT: Oregon Project BRM-4645(-)
PROJECT ASSESSMENT
Second St. Viaduct - La Grande
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 15, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
JUL 26 '77
REFER TO.
FOR
Info | Instr | R/D | D/R | Sig | Act | File

BEN GIFFORD

8795

9

STATE OF OREGON

INTEROFFICE MEMO

7-20-77

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: ~~November 16, 1976~~

FROM: L. W. Kuliek
Program Management Engineer

SUBJECT: Special Bridge Replacement
Second Street Viaduct
City of LaGrande

Our memo of October 7 outlined the request from the City of LaGrande for the Second Street Viaduct project.

Pulaski Creek and Fat Elk Creek structures are both State projects eligible for SBRP funds, and are included in the Six-Year Construction Program for fiscal year 1977. The estimated cost of these two structures is currently $502,000. $376,500 of this amount could be financed with SBRP funds. Our current balance of SBRP funds is $1,224,000. Funding Pulaski Creek and Fat Elk Creek structures from this program would leave a balance of $837,500, which could be used as partial funding on the Second Street Viaduct. When local match is added to the $847,500, it becomes $1,130,000 available for construction.

If you concur with this approach, we could proceed to notify the city that the $847,500 in federal funds would be made available to them contingent upon their putting the program together by July 1, 1977. Their failure to obligate the funds by that date would leave the Highway Division three months in which to obligate the funds in order to prevent them from being withdrawn by FHWA.

LWR/GNH:sch

cc: W. E. Schwartz, Region 5

7-19-77
I think I sent some one another on this within last few days.

Money good ($847,500) until Oct. 1, 1977.

P.U.C. $150,000
R.R. 43,600
City or County 43,600

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STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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FOR
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7-20-77 Mailing out to assume nothing has been done on this.

81-128-1387

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 7, 1976

TO: Mr. H. S. Coulter
State Highway Engineer

FROM: L. W. Rollien
Program Management Engineer

SUBJECT: Special Bridge Replacement
Second Street Viaduct
City of La Grande

NOTED
E. S. HUNTER

Attached is a copy of a letter-request from the City of La Grande for Special Bridge Replacement Funds for construction of the Second Street Viaduct. Also attached is a copy of the city's application to the Public Utility Commissioner for additional financial assistance from the State Grade Crossing Protection Fund.

You will recall that this a long-standing priority of the City of La Grande and it has long been on the SBRP eligible listing.

The Region, in cooperation with the city and others, has developed a flow chart (copy attached) for the development of this project. This flow chart indicates a probable bid letting of August 1977.

In your review of this request please consider the FHWA requirements that state in part: "****Bridge replacement funds allocated to a state that are unobligated at the end of fiscal year 1977 may be withdrawn permanently for redistribution."

If you consider in favor of the city we should, for protection of the funds, have other projects on the shelf ready to obligate funds in case the city is unable to meet their proposed schedule.

The total estimated cost of the project is $1,742,200. Our current balance of SBRP funds is $1,224,000 (federal funds), and the city's request is for $1,307,000 (federal funds).

Please advise us whether or not you desire to honor the city's request for SBRP funds.

LWR/GNH:sh

Attachment

Scott - don't see how we can -
what shall we advise City?
Explain SBR Funds -
ability to use grade xing
funds. -
R

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

September 24, 1976

Mr. Roger Lang
Oregon State Highway Division
Box 850
La Grande OR 97850

SUBJECT: Specific Request, 2nd Street Viaduct Bridge Replacement Program Funding

Dear Mr. Lang:

This letter is to make a specific request to the Oregon State Highway Division for 75% Federal funding of the subject project.

The current status is:

1. Engineering Consultant was selected and agreement negotiated after interview process with five consulting firms.

2. Formal public and corridor hearings were held and documented.

3. Preliminary engineering by the Oregon Bridge Engineering Co., Springfield, Oregon, is about 95% complete. Preliminary plans and estimates are available.

4. P.U.C. application was submitted to the Public Utility Commissioner of Oregon in September, 1976.

It is requested that the Oregon State Highway conduct the necessary review of the project as soon as possible to establish eligibility for the Federal Bridge Replacement Program.

We will be happy to furnish additional information as requested.

Sincerely,

Max C. Thompson

Max C. Thompson
City Manager

MCT/tw

DOT-AAR Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of City of La Grande, Oregon
(name of applicant)

_____

for the authority, pursuant to ORS 763. 030 & 040 as applicable, to
(020/030/040)

alter a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of 2nd Street
(name of street or highway)

and the Union Pacific Railroad,
(name of railroad company)

La Grande-Portland Main Line & Switching Tracks,
(name of railroad main or branch line or other trackage)

in La Grande, Union County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

[X] State grade crossing protection fund.
Estimate of dollar cost to fund: $ 348,000 (20%) (150,000

[ ] Federal-Aid Highway System funds.*

_____

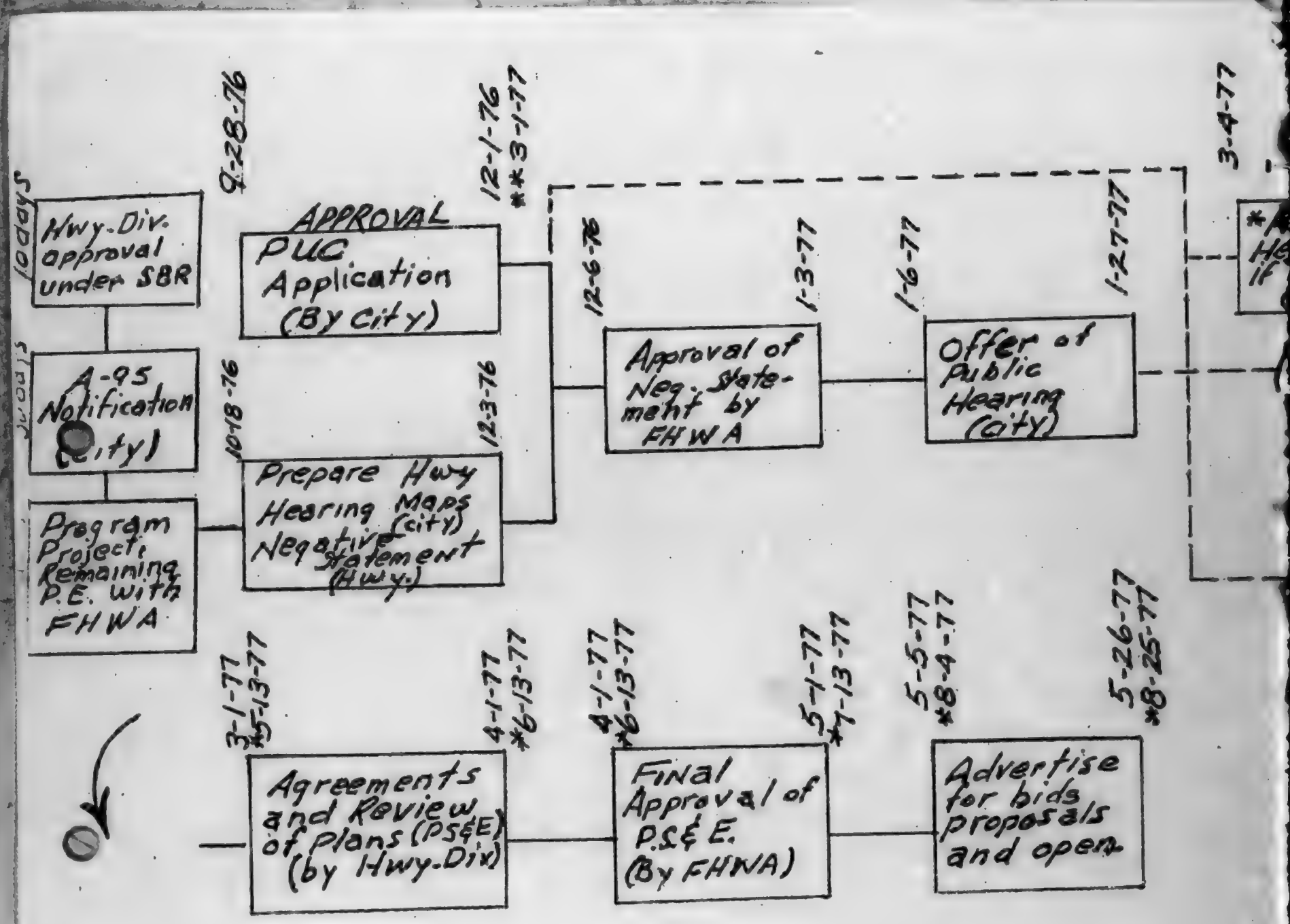
[X] Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
$1,307,000 (75%)
1976 Act - Special Bridge Replacement Program

[X] None of above. City/County $43,600 (2.5%) UPRR $43,600 (2.5%)

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

cy George & Stephens



Anticipated flow chart of events
Required to advance UPRR O'xing(

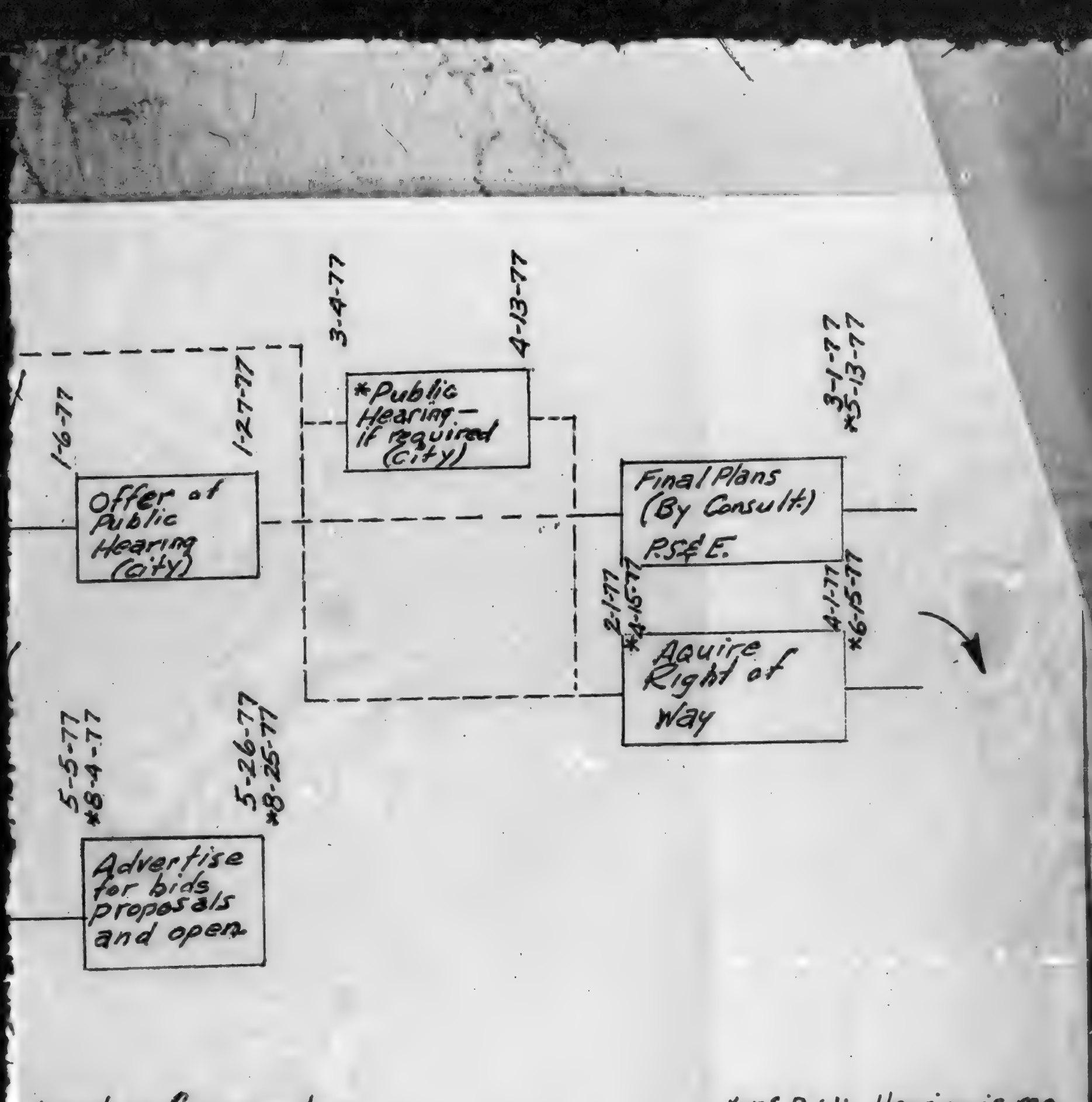


chart of events

ce UPRR O'xing (2nd St.) Br Sec.

*If Public Hearing is req
**If PUC Hearing is req

Note - Early completion of any ste will implement Early start of next step.

8795

GENERAL FILES

July 5, 1977

The Honorable James C. Petersen
Mayor of La Grande
City Hall
La Grande, OR 97850

bc F. B. Klaboe
D. H. Moehring
H. S. Coulter
R. L. Schroeder
Walt Hart
Pat Schwartz

Dear Mayor Petersen:

Second Street Overcrossing
Union Pacific Railroad

On December 7, 1976 a meeting was held in my office to discuss the funding and scheduling of the replacement of the Second Street Viaduct. A date of August 1 was established for the completion of plans. The significance of the August 1 date was a potential redistribution of unobligated Special Bridge Replacement funds.

In discussion with the Federal Highway Administration, we find that redistribution is no longer a consideration. The State will reserve Special Bridge Replacement funds from current and future allotments sufficient to cover 75 percent of the $1,616,600 project cost.

A preliminary design conference was held on June 8, 1977 with Oregon Bridge Engineering Company and members of our Bridge Section. The design progress and problems associated with the Second Street Viaduct were discussed. Our Bridge Engineer agreed that there were several difficult areas of design which made a plans completion date of August 1 impractical. A contracting date of December 1977 or January 1978 appears reasonable. This is on the assumption that the City will have a commitment for the remaining 25 percent share of the project cost.

We would encourage Oregon Bridge Engineering Company to submit preliminary advance plans, specifications, and estimates prior to completion of the final plans. An early submittal of the incomplete advanced bidding documents will allow us to obtain early approval from the Federal Highway Administration.

Very truly yours,

E. S. Hunter
Technical Services Engineer

cc Oregon Bridge Engineering Company
Federal Highway Administration

WJH:dh ja

8795 UPRR 2nd St. O'Xing 1978
(La Grande) Sec. FAU Rt. 4645
(Grading,paving&str.) #1

C & M. 5993 1-31-77

6315 12-12-77

6399 1-23-78

6466 1-5-79

RR 935 5-7-78

777 12-30-74

8795

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 15, 1977

In reply refer to: HA.5/OR

SUBJECT: Oregon Project BRM-4645(-)
PROJECT ASSESSMENT
Second St. Viaduct - La Grande
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 15, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Region 5, Kennedy)

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JUL 26 '77
REFER TO.
file
FOR
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THE OBSERVER

EDITORIALS ANALYSIS OPINION

La Grande, Oregon Saturday, June 4, 1977

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 10 '77
REFER TO
FOR
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Hunter
Rutherford
Hopkins
Hart
Nichols

Viaduct in sight

La Grande residents have an opportunity to see a brand new Second Street viaduct built at a bargain basement price.

After years of planning and discussion, a funding package has been put together that seems agreeable to all parties — the federal government (which will pay 75 per cent of the $1,617,000 project), the state Public Utility Commissioner (whose office has committed $150,000), the Union Pacific Railroad and the City of La Grande.

City and railroad officials sat down on Thursday, May 26, and hammered out how much each side will pay toward the local cost of the project.

The meeting ended with railroad officials tentatively agreeing to pay $136,000, and the city giving the nod to $118,250.

No one knew how highly-placed UPRR officials in Omaha would take to the railroad paying a higher share than the city. But happily the railroad was quick to respond, and notified the city last Tuesday that the cost split was acceptable.

The cementing of the agreement will enable the project to go forward with due haste. The city has ordered Oregon Bridge Engineering, Co., Springfield, to proceed with drawing the final plans on the 32-foot-wide structure.

The city hopes drawings will be completed by Aug. 1, so that money in this year's Federal Highway Administration Special Bridge Replacement fund may be requested.

The only card yet to be played is one held by La Grande citizens.

3/ Hunter
Return
Hopkins
Hart
Nichols

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The only card yet to be played is one held by La Grande citizens.

The city council most likely will be asking voters to approve a bond issue to pay for all or part of the $118,250 city share.

Mayor Jim Petersen and other members of the council are optimistic that voters will do exactly that. The city's share is a bargain on anybody's calculator.

The $118,250 represents only 7 per cent of the total cost of the project — a considerably smaller amount than the $675,000 bond issue that voters turned down in 1972 to pay for a $928,000 viaduct.

E. S. HUNTER

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JUN 10 '77
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NOTED
E. S. HUNTER

UP accepts city's bridge fundin

By DAVE STAVE
Observer Staff Writer

The pieces of the funding puzzle have fallen together in order to build a new Second Street viaduct.

The La Grande City Council learned Wednesday the Union Pacific Railroad has accepted the city's proposed cost split on the local share of the project.

A new 26-foot-high structure with a 32-foot width and vertical retaining walls is expected to run $1,617,000.

The Federal Highway Administration is expected to pay 75 per cent (or $1,212, 750). The office of Oregon's Public Utility Commissioner has promised $150,000. The city and railroad will split the remaining $254,250, with the railroad agreeing to pay $136,000 and the city paying $118,250.

The city council may ask La Grande voters in July to approve a bond issue to pay for all or part of the $118,250.

City Manager Max Thompson said Oregon Bridge Engineering Co., Springfield, has been instructed to proceed with drawing the final plans for the bridge.

The city would like the plans to be completed by Aug. 1 so that funds available in 1976-77 under the Federal Highway Administration's Special Bridge Replacement program may be requested.

If the full 75 per cent grant is not available in August, State Highway Division officials believe more bridge replacement funds will be allocated to Oregon on Oct. 1.

The council considered a possible date for asking voters to approve the bond issue.

"I think our case with the federal government would be solidified if we have an approved levy in hand by August 1," Mayor Jim Petersen said. "We ought to go to the voters in July."

The mayor said the low local cost of the viaduct will be a selling point to voters.

"I think we can sell it if we get behind it and work on it," he said.

The council requested a report

THE OBSERVE

80th Year Issue 130 La Grande, Oregon, Thursday, June 2, 1977 15

NOTED
E. S. HUNTER

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STATE HWY ENGR
JUN 6 '77
REFER TO
FOR
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s city's bridge funding plan

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The mayor said the low local cost of the viaduct will be a selling point to voters.

"I think we can sell it if we get behind it and work on it," he said.

The council requested a report from the city staff on whether a one-year, five-year, or 10-year levy should be requested.

Petersen suggested that funds left over in the city's water construction fund could be reallocated to the viaduct project. Voters in 1967 approved a bond issue for water construction; and would cast ballots to decide if any of that money could be reallocated to the viaduct.

The city next year may have $57,000 left over in the water fund after it expends $293,000 for a new city well and pipeline, rehabilitation of the water system, and work at the reservoir.

The staff is expected to report back to the council at its June 15 meeting.

HE OBSERVER

130 La Grande, Oregon, Thursday, June 2, 1977 15 Cents 14 Pages

8795

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
La Grande, Oregon 97850
May 17, 1977

Sub: Preliminary Design Review
2nd Street Viaduct
F.A. No. BRM-4645(1)
City of La Grande

Max Thompson, City Manager
City Hall
La Grande, Oregon 97850

The preliminary design report for the replacement of the Second St. Viaduct has been reviewed by the Federal Highway Administration and the Bridge Design Section in Salem.

The Federal Highway Administration has indicated that they will accept a 32 foot roadway on this project. This approval of a structure with less than the recommended standard should not be considered blanket approval of such practice. The 32-foot roadway is acceptable in this instance because of high cost factors, traffic operational control, and projected growth factor.

The City of La Grande should be aware that the 32-foot roadway may restrict traffic in the event of a stalled vehicle.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

PROJECT MANAGEMENT
MAY 19 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
| | | | | | | -

cc: Wally Palmeteer, O.B.E.
Region
Lang
Hopkins
Walt Hart
file

NOTED
MANNOR C. HOLMES

Form 81-7343122

8795

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project BRM 4645(1)
2nd Street Viaduct (LaGrande) Section
Union County
Roadway Width

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER
3-20-77

TO : Mr. H. S. Coulter, State Highway Engineer
Mr. W. J. Hart, Bridge Engineer

Your staff has requested our thoughts concerning the roadway width for the proposed 2nd Street Viaduct in LaGrande.

The consultant's report indicates a substantial additional cost for a 40 ft. structure width. If you concur in the 32 ft. width and the City understands the operational limitations on passing stalled vehicles with that width and sight distance conditions, we will approve the proposed width.

We assume because of the cost and size of the structure you have conferred with the consultant on the type selection and the proposed steel box section is the most appropriate. When going to a wider structure, the pier and track conflict might be resolved by a pier skew. Also, we suggest that a reinforced earth wall might effectively be installed to reduce both the visual impact and the total width of the approach fills.

for G. L. Green

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cy Hunter
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8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 13, 1977

NOTED
E. S. HUNTER

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

SUBJECT:
Preliminary Design Study
Second Street Viaduct
City of LaGrande

We have reviewed the preliminary design report for replacement of the Second St. Viaduct. We concur with the recommendation of a 32-foot roadway using the reinforced earth wall concept on the approaches.

The Federal Highway Administration has indicated that they will accept a 32-foot roadway on this project. This approval of a structure with less than the recommended standard should not be considered blanket approval of such practice. The 32-foot roadway is acceptable in this instance because of high cost factors, traffic operational control, and projected growth factor.

The City of LaGrande should be aware that the 32-foot roadway will restrict traffic in the event of a stalled vehicle.

WJH:dh

cc Glen Green
J. A. Schlieski
L. W. Rulien
E. S. Hunter

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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SBR

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 10, 1977

RT W. STRAUB
GOVERNOR

F. S. KLABOE
Administrator and
e Highway Engineer

R. A. Nichols, Area A5 Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Dick:

Pursuant to your request of May 6, we have conducted a 16-hour manual count of traffic using the Second Street Viaduct.

The attached summary sheet shows the physical count of vehicles for each hour and the direction traveled.

Please advise if you need additional information to evaluate the City of La Grande's request to utilize a 32' roadway section in lieu of the 40' roadway section described in the "Geometric Design Guide".

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Enclosure

cc: Max Thompson
Wally Palmateer, O. B. E.
W. J. Hart
L. E. George
G. N. Hopkins
Cliff Koenig
J. A. Schlieski

NOTED
MANNOR C. HOLMES

X	Info
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	Letter
	See me

FOR

MAY 12 77

PROJECT MANAGEMENT

81-734-3122

E-10-33M-

OREGON STATE HIGHWAY DEPARTMENT

LUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Date 5-9-77
Day of Week Monday
Hours counted 2:00 PM - 10:00 P.M.
Weather Cldy - rain 3hrs
SPECIAL COUNT ALL VEHICLES

City La Grande
2nd Street Viaduct
FAU Route 4645

Hour		N. Bound		S. Bound	TOTAL		% N. Bound	% S. Bound
7								
8								
9								
10								
11								
12								
1								
2								
3		145.		116	261		55.6	44.4
4		162		172	334		48.5	51.5
5		195		155	350		55.7	44.3
6		198		128	326		60.7	39.3
7		112		107	219		51.1	48.9
8		108		97	205		52.7	47.3
9		88		72	160		55.0	45.0
10		69		56	125		55.2	44.8
	TOTAL	1077		903	1980		54.4	45.6

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

Date 5-10-77
Day of Week Tuesday
Hours counted 6:00 A.M. to 2:00 PM
Weather Cldy - rain shwrs
SPECIAL COUNT ALL VEHICLES

City La Grande
2nd Street Viaduct
FAU Route 4645

Time		N. Bound		S. Bound	TOTAL		% N. Bound	% S. Bound
7		17		40	57		70.2	29.8
8		82		132	214		38.3	61.7
9		88		153	241		36.5	63.5
10		102		125	227		44.9	55.1
11		127		116	243		52.3	47.7
12		130		107	237		54.9	45.1
1		160		148	308		51.9	48.1
2		103		114	217		47.5	52.6
3		809		935	1744			
4								
5								
6								
7								
8								
9								
10								
	Total	809		935	1744		46.4	53.6
	pm 5/9/77	1077		903	1980			
Grand Total		1886		1838	3724		50.6	49.4

Topics
1975

This data to Nichols on
5/6/77

Second Street; Grandy to "X" Avenue
Overpass Reconstruction
Group B

The existing overpass was constructed in 1916 to carry Second Street traffic over the Union Pacific Railroad Yard area. This structure is twenty feet in width and is part of the major route for traffic movement to and from the north and northwest La Grande area to the central business district. A 1974 traffic count showed 3850 vehicles use this structure daily.

It is recommended that a new structure be constructed in the same general location to serve this traffic need in a safe and adequate manner. Estimated construction cost for a new structure, including right-of-way, is $1,500,000.

EXISTING STREET DATA (Continued)

Street	Section	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)
35. "Y" Avenue	Cedar St. to 2nd St.	0.13	20	2	21	No	8 (Northside)
	2nd St. to N. Depot St.	0.38	40	2	23	Yes	
	N. Depot St. to N. Fir St.	0.10	35	2	30	Yes	
	N. Fir St. to N. Spruce St.	0.17	40	2	31	Yes	
36. 2nd Street	Lake St. to "X" Ave.	0.42	40	2	24	Yes	
	Viaduct	0.19	20	2	22		
	Grandy Ave. to Adams Ave.	0.17	40	2	22	Yes	
	Adams Ave. to Spring Ave.	0.22	40	2	19	Yes	
37. 3rd Street	Jefferson Ave. to Adams Ave.	0.07	40	2	24	Yes	
38. 4th Street	Jefferson Ave. to Adams Ave.	0.07	45	2	8	Yes	
	Adams Ave. to Spring Ave.	0.21	45	2	19	Yes	
	Spring Ave. to "O" Ave.	0.14	45	2	24	Yes	
	"O" Ave. to "N" Ave.	0.07	40	2	24	Yes	
	"N" Ave. to "M" Ave.	0.07	40	2	18	Yes	
	"M" Ave. to "K" Ave.	0.13	40	2	26	Yes	
	"K" Ave. to "C" Ave.	0.49	40	2	25	Yes	
39. N. 4th Street	"Y" Ave. to "X" Ave.	0.07	20	2	25	No	5
40. 6th Street	Washington Ave. to Spring Ave.	0.04	40	2	10	Yes	
	Spring Ave. to "N" Ave.	0.21	40	2	21	Yes	
	"N" Ave. to "K" Ave.	0.19	40	2	30	Yes	
	"K" Ave. to "C" Ave.	0.50	40	2	25	Yes	
41. 8th Street	Washington Ave. to "N" Ave.	0.13	40	2	16	Yes	
	"N" Ave. to "L" Ave.	0.12	40	2	20	Yes	
	"L" Ave. to "K" Ave.	0.07	40	2	20	Yes	
42. 12th Street	Washington Ave. to "I" Ave.	0.21	38	2	28	Yes	
	"I" Ave. to "E" Ave.	0.26	45	2	28	Yes	
	"E" Ave. to Gekeler Ln.	0.23	35	2	28	No	3

O&D
1970

EXISTING STREET DATA (Continued)

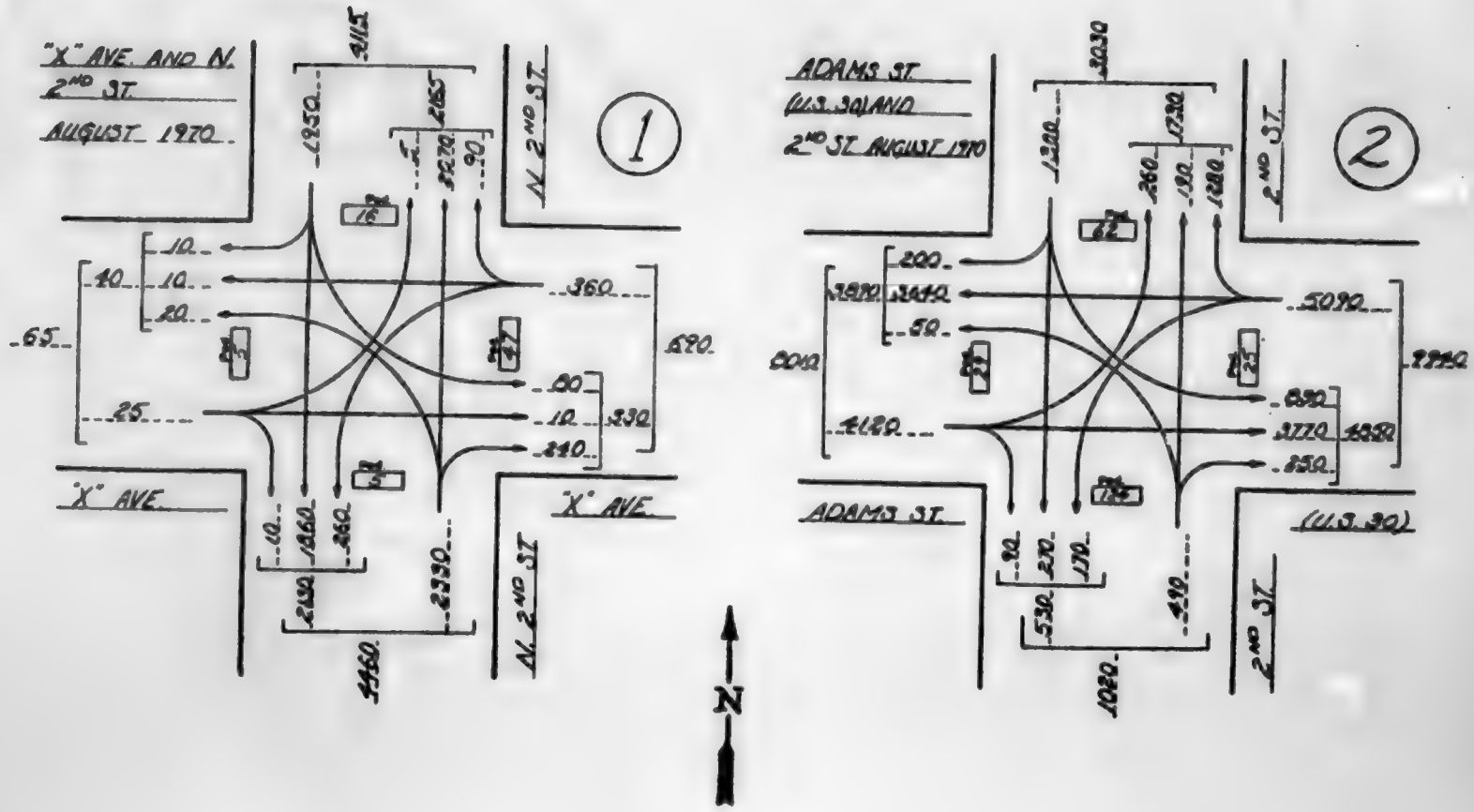
ction	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)	Parking*	Existing Capacity	1970 Daily Traffic (August)
r St. to 2nd St.	0.13	20	2	21	No	8 (Northside)	None	6,500	600
St. to N. Depot St.	0.38	40	2	23	Yes		Par. B	8,200	1,900
epot St. to N. Fir St.	0.10	35	2	30	Yes		Par. B	8,200	1,900
ir St. to N. Spruce St.	0.17	40	2	31	Yes		Par. B	8,200	1,900
St. to "X" Ave.	0.42	40	2	24	Yes		Par. B	8,500	2,000
duct	0.19	20	2	22				5,200	4,400
dy Ave. to Adams Ave.	0.17	40	2	22	Yes		Par. B	8,500	3,000
ns Ave. to Spring Ave.	0.22	40	2	19	Yes		Par. B	8,000	1,300
rson Ave. to Adams Ave.	0.07	40	2	24	Yes		Par. B	8,500	3,500
erson Ave. to Adams Ave.	0.07	45	2	8	Yes		Par. B	10,000	2,500
ms Ave. to Spring Ave.	0.21	45	2	19	Yes		Par. B	10,000	5,800
g Ave. to "O" Ave.	0.14	45	2	24	Yes		Par. B	10,000	7,300
Ave. to "N" Ave.	0.07	40	2	24	Yes		Par. B	11,000	7,300
Ave. to "M" Ave.	0.07	40	2	18	Yes		Par. B	11,000	5,800
Ave. to "K" Ave.	0.13	40	2	26	Yes		Par. B	11,000	4,300
Ave. to "C" Ave.	0.49	40	2	25	Yes		Par. B	11,000	2,500
Ave. to "X" Ave.	0.07	20	2	25	No	5	None	3,000	1,100
hington Ave. to Spring Ave.	0.04	40	2	10	Yes		Par. B	10,000	1,600
ng Ave. to "N" Ave.	0.21	40	2	21	Yes		Par. B	10,000	2,500
Ave. to "K" Ave.	0.19	40	2	30	Yes		Par. B	10,000	3,200
Ave. to "C" Ave.	0.50	40	2	25	Yes		Par. B	10,000	1,000
hington Ave. to "N" Ave.	0.13	40	2	16	Yes		Par. B	8,500	550
Ave. to "L" Ave.	0.12	40	2	20	Yes		Par. B	8,500	800
Ave. to "K" Ave.	0.07	40	2	20	Yes		None	8,500	800
hington Ave. to "I" Ave.	0.21	38	2	28	Yes		Par. B	7,000	1,100
Ave. to "E" Ave.	0.26	45	2	28	Yes		Par. B	8,000	700
Ave. to Gekeler Ln.	0.23	35	2	28	No	3	None	9,000	450

TRAFFIC COUNTS AT SELECTED INTERSECTIONS

On the following pages are traffic counts made at selected intersections in La Grande. Each count was taken during a 14 hour period (6 am-8 pm) and factored up to a 24 hour volume. Highway Division crews recorded the traffic volumes during the 14 hour period.

The following is a list of the intersections that have turning movement counts.

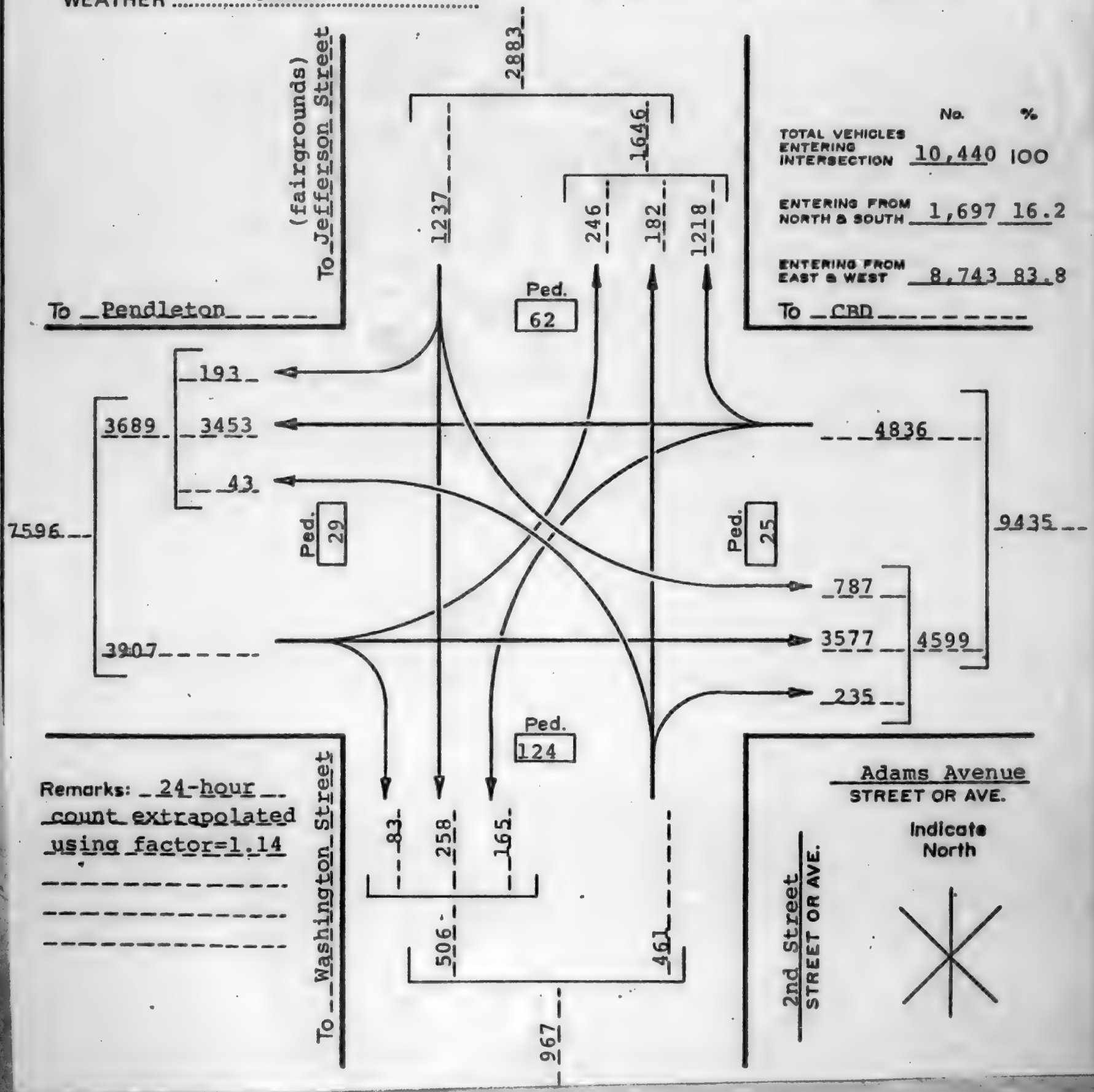
1. "X" Ave. and N. 2nd St.
2. Adams St. (Hwy. 30) and 2nd St.
3. Adams St. (Hwy. 30) and Elm St.
4. "N" Ave. and 2nd St.
5. Island Ave. (Hwy. 82) and Albany St.



TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 24-28, 1970
DAY OF WEEK Monday & Friday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM to 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM to 8PM
WEATHER Clear

CITY OR COUNTY La Grande
INTERSECTION OF 2nd Street &
Adams Avenue
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10,440	100
ENTERING FROM NORTH & SOUTH	1,697	16.2
ENTERING FROM EAST & WEST	8,743	83.8

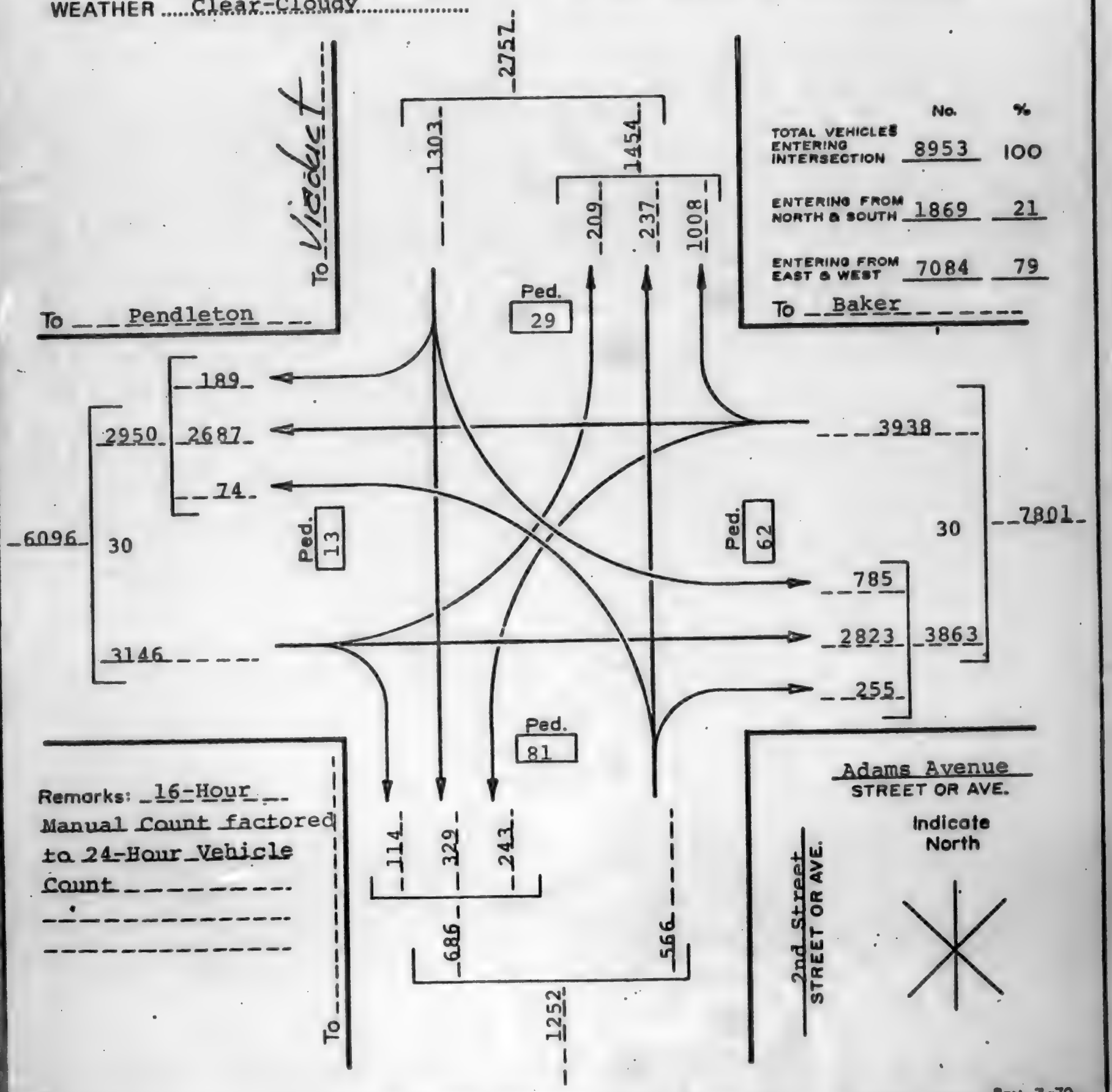
To CBD

Remarks: 24-hour count extrapolated using factor=1.14

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 3 & 4, 1971
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Clear-Cloudy

CITY OR COUNTY La Grande
INTERSECTION OF LaGrande-Baker Hwy
No. 66 & 2nd Street
MILE POST 1.50 (Hwy. No. 66)
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8953	100
ENTERING FROM NORTH & SOUTH	1869	21
ENTERING FROM EAST & WEST	7084	79

To Baker

Remarks: 16-Hour Manual Count factored to 24-Hour Vehicle Count

Rev. 3-70

Rev 5'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..August 24 & 28, 1970..
Day of week ..Monday & Friday..
Hours counted ..6AM to 8PM..
Weather ..Clear..
Classification ..All Vehicles..

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	11	13	4	5	3	3	100	91	4	6	1	0	241	27	11	214	
	7:00- 8:00	17	17	5	5	4	5	88	126	5	7	5	0	284	38	13	246	
	8:00- 9:00	28	53	3	9	10	7	144	162	1	11	4	1	433	60	14	373	
	9:00-10:00	45	83	9	13	12	12	181	178	7	11	5	4	557	90	16	467	
	10:00-11:00	60	74	16	23	9	9	227	243	8	12	4	1	686	107	16	579	
	11:00-12:00	65	82	21	16	16	15	272	229	9	19	4	2	750	138	18	612	
—	12:00- 1:00	53	92	10	20	16	13	227	247	13	15	9	5	720	112	16	608	
P.M.	1:00- 2:00	64	168	15	21	22	19	294	287	8	23	6	4	931	147	16	784	
	2:00- 3:00	52	89	16	13	19	15	252	258	8	25	4	1	752	128	17	624	
	3:00- 4:00	84	78	22	15	21	9	237	318	16	12	6	5	823	153	19	670	
	4:00- 5:00	42	94	6	18	28	15	284	242	28	17	4	4	782	112	14	670	
	5:00- 6:00	60	100	15	21	20	14	268	268	13	17	8	7	811	133	16	678	
	6:00- 7:00	51	56	12	19	22	11	239	244	15	13	6	6	694	129	19	565	
	7:00- 8:00	58	69	15	18	24	13	211	250	10	18	7	1	694	115	17	579	
	8:00- 9:00																	
	9:00-10:00																	
	10:00-11:00																	
	11:00-12:00																	
—	12:00- 1:00																	
A.M.	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	787	1218	193	246	258	182	3453	3577	165	235	83	43	10,440	1697	16.2	8743	8
	14-Hour total .	690	1068	169	216	226	160	3029	3138	145	206	73	38	9,158	1489	16.2	7669	8
	__-Hour total .																	
	Control . . .																	
	Factor . . .																	

..2nd.. St. is North and South

..Adams Ave.. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County La Grande

Intersection 2nd Street & Adams Avenue

Mile Post

Classification All Vehicles

Classification

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CR North	East	W
6	1	0	241	27	11	214	89	18	117	97	9		2	
7	5	0	284	38	13	246	87	26	110	136	12		1	
11	4	1	433	60	14	373	86	41	198	175	19	2		
11	5	4	557	90	16	467	84	66	271	196	24	5		
12	4	1	686	107	16	579	84	85	309	270	22	10	2	
19	4	2	750	138	18	612	82	102	363	249	36	6	2	
15	9	5	720	112	16	608	84	79	332	276	33	8		
23	6	4	931	147	16	784	84	101	470	314	46	3	4	
25	4	1	752	128	17	624	83	87	349	275	41	2	3	
12	6	5	823	153	19	670	81	127	331	339	26	6	2	
17	4	4	782	112	14	670	86	76	406	264	36	7	1	
17	8	7	811	133	16	678	84	95	381	297	38		2	
13	6	6	694	129	19	565	81	97	290	275	32		1	
18	7	1	694	115	17	579	83	85	315	264	30	5	2	
5 235	83	43	10,440	1697	16.2	8743	83.8	1237	4836	3907	461	62	25	29
5 206	73	38	9,158	1489	16.2	7669	83.8	1085	4242	3427	404	54	22	25

Tabulated by

Checked by

outh

Vest

8795

FORM 41-2-14-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 2, 1977

FILE: 9403

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. Larry Rulien
Assistant Director for Transportation
Policy & Program Development

SUBJECT:
Willamette R.(West Linn)Br.
Inspection of Electro-Slag Welds

Complete file in
Mail 4-27-77
Wil. R.

NOTED
E. S. HUNTER

Please program inspection of certain welds in the steel box girder spans (Spans 4, 5 & 6) of the Willamette R. (West Linn) Br. for financing under Federal Special Bridge Replacement Funds. I realize all SBR funds have been obligated, however, it would appear that part of the funds set aside for funding construction of the 2nd St. O'xing in LaGrande can be retrieved to finance this inspection.

The welds to be inspected are those in the nonredundant main load-carrying tension members which were made using the electro-slag process. These welds are confined to the main spans of the structure (Spans 4, 5, and 6).

Inspection will be carried out in two parts. Part A will be preliminary testing of five typical welds to determine if we have a problem. These will be welds which are rather easily accessible. The State will provide access via snooper crane or similar method. Actual testing and interpretations, both radiographic and ultrasonic, will be done by an independent inspection agency. The agency will be selected by the State from those deemed most qualified to perform the work. Cost of Part A is estimated to be approximately $5,000 (testing and interpretation $1,000, access $4,000).

Part B will be a contract (on bid basis) for inspection of the remaining welds if Part A indicates such to be necessary. The contract will include access, testing (both radiographic and ultrasonic) and interpretation [illegible] Estimated cost of this work is $20,000

[illegible] letter of March 23, 1977 giving preliminary approval and a copy of Bill Hart's letter of explanation dated April 22, 1977, with Mr. Hunter's approval affixed.

If you need additional information please let me know.

RWE:smd
Attachment

cc E. S. Hunter
John Jenkins /w/ attach.
Hal Versteeg /w/ attach.
V. Skoog /w/ attach.

RECEIVED
STATE HWY ENGR
MAY 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8795

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 2, 1977

La Grande, Oregon

FROM: Joe Schlieski

SUBJECT: Preliminary Engineering Review
2nd Street Viaduct
F.A. No. BRM-4645(1)

TO: Bridge Design Section
Salem

Attn: R. W. Ellison

Enclosed find the following data prepared by Oregon Bridge Engineering Co. and the City of La Grande concerning the final design width of the proposed structure:

1) Preliminary Design Report (2nd Street Viaduct Project)

2) Viaduct Traffic Counts

Roger Lang's letter of 3/21/77 to City Manager, Max Thompson, indicated that the proposed 32-foot width would require a special analysis of conditions including traffic, cost, and vertical sight distance would be necessary. This submittal is intended for that purpose.

Your efforts in expediting this decision would be appreciated. Please advise this office immediately if any further information is needed.

cc: Wally Palmateer, O.B.E.
City of La Grande , Engr. Dept.
Region
Lang
Hopkins
file

PROJECT MANAGEMENT
MAY 5 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
M. NOR C. HOLMES

8795

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of LaGrande
City Hall
LaGrande, Oregon 97850
Attention of Mr. Max C. Thompson
City Manager

Request No. (assigned by staff engineer or head of section) cc-1722

Date April 6, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $14,250.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering for the 2nd St. Viaduct in the City of LaGrande. This is a Special Bridge Replacement project on FAU 4645. Covered by agreement dated 1/31/77		11,250.00
		To be Retained		$ 3,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $14,250.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 331-1930

Submitted by: Harold Reynolds
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

877

U.P.R.R. letter attached

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

Br. Replacement

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

March 30, 1977

☐ RE ☐ RCE ☐ RBE ☒ RME
☐ ROE
☐ RDE

MAR 31 1977
RECEIVED
REGIONAL OFFICE

Oregon Bridge Engineering Company
P.O. Box 72
Springfield OR 97477

ATTENTION: Wally Palmateer

SUBJECT: 2nd Street Viaduct Project

Dear Mr. Palmateer:

This is your notice to proceed with the preliminary engineering for the subject project. The scope of your work shall be limited until further notice to the following items:

1. Estimated cost in 1977 dollars for the composite deck/steel box girder design.

2. Base the estimated cost on the existing design with the following changes:

   (a) Vertical clearance to be 26 feet above top of rails of Union Pacific Railroad main lines.

   (b) The Oregon State Highway Division Orodell right-of-way is no longer needed by the Oregon State Highway Division. The south approach fill may therefore be extended onto this area using the following criteria:

      (1) Extension to be cost effective, viz, fill vs. bridge structure.
      (2) Provide for a minimum 20 foot wide access between end of fill and UPRR right-of-way line.
      (3) Provide a ±107 feet long span on the south side as outlined in the letter from Kirkeby to Thompson, dated April 2, 1975, copy attached.

NOTED
MAINOR C. HOLMES

PROJECT MANAGEMENT
APR 4 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

3. Provide grade elevations to the City for the 26 feet case so that the City can field stake and evaluate the impact on the north and south end neighborhoods.

4. Target date for completion of this work is April 14, 1977.

Sincerely,

Wm. A. Hamilton

Wm. A. Hamilton, P.E.
City Engineer

WAH/tw
enclosure
cc: Max C. Thompson, City Manager
J.A. Schlieski, Oregon State Highway Div.
√Roger Lang, Oregon State Highway Div.

by L. H. Prange
For your information
RCL

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION
...MENT - OREGON DIVISION

P. O. BOX 3779
PORTLAND, OREGON 97208

APRIL 2, 1975

File Reference:
D 315 - 2 - 113

APR 4 1975

Mr. Max C. Thompson,
City Manager
City of La Grande
Box 670
La Grande, Oregon 97850

Dear Sir:

Confirming your conversation today with Division Engineer's office, we have no objections to the plans submitted by Oregon Bridge Engineeri[illegible] Co. for reconstruction of the Second Street Viaduct at our Milepost 289.75 in La Grande.

However, it should be noted that no dimensions were shown with respect to the depth of pier footings. These footings are to be placed a minimum of 5 ft. below the base of rail on the near track.

Insofar as elimination of the opening through the overpass construction for the highway connection is concerned, there are no objections so long as a 107 ft. span is provided on the south side of our railroad as is now planned for the north side. This would allow for additional construction through the overpass if desired in the future.

Union Pacific standard overhead clearance is 24 ft. measured above the top of rail, and this requirement is for all tracks. Our standard calls for the 24 ft. to be measured normal to a line no less than 8 ft., 6 in. from the center line of track.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

cy L. H. Prange
For your information

8775

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 29, 1977

William A. Hamilton, City Engineer
City Hall
La Grande, Oregon 97850

Dear Bill:

RE: Preliminary Engineering
Second Street Viaduct
F.A. No. BRM-4645(1)

Confirming our telephone conversation of this morning, you are now authorized to begin work on the above subject project.

As previously stated, Mr. Joseph A. Schlieski, Resident Engineer, telephone 963-7545, will be the Liaison Engineer for the Highway Division. Please direct all further correspondence concerning any aspect of the project to Mr. Schlieski.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Enclosure

cc: Oregon Bridge Engineering
G. H. Hopkins
W. J. Hart
J. A. Schlieski

PROJECT MANAGEMENT
MAR 31 '77
REF
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Form 81-734-3123

8795

SBE

PROJECT MANAGEMENT

MAR 23 '77

REFER TO:

FOR

Route | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 21, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Max Thompson, City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

RE: Preliminary Engineering
2nd Street Viaduct
F.A. No. BRM-4645(1)

The Federal Highway Administration has approved your request for funding of preliminary engineering of the Second Street Viaduct. Also, the Consultant Agreement between the City of La Grande and Oregon Bridge Engineering Company, Springfield, Oregon, has been approved subject to the following conditions:

a. AASHTO Urban Design Policy, page 364 sets forth desirable practice on shoulders. The 32-foot width is not in accordance with this practice. A special analysis of conditions including traffic, cost, vertical sight distance will be necessary.

b. All tracings, plans, specifications and maps prepared or obtained under this agreement shall be available for public use without restriction or limitation.

This authorization allows all phases of preliminary engineering necessary to obtain approval of a Final Negative Declaration. Two copies of the approved agreement are enclosed.

Before any work may begin, it will be necessary to deposit $14,250 as stipulated in my letter of February 9, 1977. Also, please designate the person who will be responsible for progress of the project and to receive, review, approve and forward to the State all billings due the city or their agent. Mr. J. A. Schlieski, P. O. Box 850, La Grande, telephone 963-7545 is designated as liaison engineer for the State for monitoring of the project and receiving and approving all bills concerning this project.

NOTED
MAINOR C. HOLMES

Please forward your deposit as soon as possible so that we may proceed.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL:dlm
Enclosures

cc: Wally Palmateer, O.B.E.
W. J. Hart
G. N. Hopkins
J. A. Schlieski

E795

Excerpt from 2/7/77 memo by W. A. Palmateer, OBEC Gen I Manager to Harold Reynoldson

10. 2ND AVENUE VIADUCT FOR CITY OF LA GRANDE - ~~E&C~~ SBR.

Engineering agreement submitted in December and early approval promised by State. City of La Grande preparing documents for preliminary PUC hearing with Union Pacific Railroad and effected parties. Early approval of preliminary plans by PUC and OSHD could mean going to bid in November 1977 or early 1978.

Survey Project ... this time ... Consult Byrne ... with Lack Watkins ... for ft-95- should ... back Feb 24-25 thru ... program ... and agreement ... to FHWA for approval

Excerpt from 3/4/77 reply by G. H. Hopkins to above memo

10. Second Avenue Viaduct - SBR - LaGrande. Consultant agreement and preliminary engineering program sent to FHWA March 2, 1977. As soon as approval is received, preliminary engineering can begin. Any work done prior to FHWA approval is not reimbursable.

9795

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-4645(1)

STATE PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70443

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1 477
REFER TO
Rules
FOR
Info | Manual | R/D | D/R | Sign | Act. | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-3-77	FAU 4645	City Street

GENERAL LOCATION:

"Second St. viaduct (La Grande) Sect."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain an approved Final Negative Declaration.
TEC $43,000 - FF $32,250.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The December 13, 1976, Consultant Agreement between the City of La Grande and the Oregon Bridge Engineering Co. is hereby approved subject to the following conditions:

a. AASHTo Urban Design Policy, pg. 364 sets forth desirable practice on shoulders. The 32 ft. width is not in accordance with this practice. A special analysis of conditions including traffic,cost, vertical sight distance, will be necessary.

b. The bridge length does not provide for spanning the future Orodell Highway.

c. That all tracings, plans, specifications and maps prepared or obtained under this agreement shall be available for public use without restriction or limitation.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain approval of a FNDeclaration - estimated cost $43,000 - FF $32,250.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-77	E J Walsh	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

PRO 6-2

8775

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 1, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Enigneer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 70443
Project No. BRM - 4645(1)
Second St. Viaduct (La Grande) Section
Union County

Attached is data for the subject project including two copies of consultant's agreement with Oregon Bridge Engineering Company.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of the attached Consultant Engineering Agreement with Oregon Bridge Engineering Company and the return of one approved copy for our files.

(2) Authorization to proceed with all phases of preliminary engineering ~~by utility forces~~ necessary to obtain an approved final Negative Declaration at an estimated total cost of $43,000 with federal funds of $32,250.

DRH:dpy

Attachments

cc: W. E. Schwartz (Region 5)
Gary Zehner

8795.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

MANAGEMENT
FEB 24 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: 2nd St. Viaduct

DATE: February 23, 1977

The state has reviewed your project and reached the following conclusions:

2/25/77
cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
W. E. Schwartz, Reg.5
G. A. Starkey, Dist.13
Aeronautics
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified xxxx

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
FEB 2 1977
SALEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS
FEB 10 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7701 2 1120 Due Date: FEB 18 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the fil will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project must be coordinated with the City of LaGrande Planning Department to insure compatibility with local comprehensive plans.

Agency LCDC By Bob Bailey

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

8795

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

FEB 24 '77

REFER TO:

FOR

Info	Comment	R/C	Action	File	Letter	See Me

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: 2nd St. Viaduct

DATE: February 23, 1977

The state has reviewed your project and reached the following conclusions:

2/25/77
cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
W. E. Schwartz, Reg.5
G. A. Starkey, Dist.13
Aeronautics
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified xxxx

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
FEB 2 1977
SALEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

FEB 9 1977

PNRS STATE REVIEW

Project #: 7701 2 1120 Due Date: FEB 18 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project must be coordinated with the City of LaGrande Planning Department to insure compatibility with local comprehensive plans.

Agency LCDC By B L Bailey

ROBERT W. STRAUB
GOVERNOR

EXECUTIVE DEPARTMENT

Versteeg
Olson
Scott
Simpson

RECEIVED
AUG 16 1977
ROAD DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

LOCAL GOVERNMENT RELATIONS DIVISION

306 STATE LIBRARY BLDG. • • • • SALEM, OREGON 97310

Dept of Transportation

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Second St Viaduct La Grande Due Date:

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Federal $1,600,000 ~ $1,600,000 ~

PROGRAM REVIEW AND COMMENT

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We urge the granting of these funds

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg ✓
Gary Potter
W. J. Hart
W. E. Schwartz, Reg. 5
G. A. Starkey, Dis. 13
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

Agency

BEN GIFFORD
8-9-77

By

Cable Address — ORECONDEV

AUG 12 1977

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 15, 1977

Section Second Street Viaduct — Unit (if appl) _____

County Union — City LaGrande

Highway 2nd Street — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length _____

Region 5 — Construction Estimate _____ Program Amount

B. Purpose of Project:

To replace a 89-year-old wooden viaduct with a new concrete structure.

C. Origin & History of Project: LaGrande is physically divided by the main line of the Union Pacific Railroad. The Second Street Viaduct, erected by Union Pacific in 1916, is one of the City's two grade-separation crossings. It was originally part of a larger structure that spanned the Willamette River in Portland. After 28 years of service, the structure was dismantled and transported to LaGrande.

LaGrande has long recognized a need to replace the deteriorating viaduct. Its seven ton load limit prevents buses and most trucks from using the structure. Cost, however, has been prohibitive. Recent Federal programs have enabled the City to design and possibly replace the structure.

D. General Description of Project: The proposed project consists of constructing a 384 ft. concrete slab bridge on the alignment now occupied by the wooden viaduct. The three-span structure would have a 32-foot roadway and a five-foot sidewalk (west slide). Total bridge width would be 41 feet. There would be a 26 ft. clearance above Union Pacific's main line tracks to provide for future electrification. Bridge approaches would be confined between reenforced earth walls--eliminating the need for extensive fill slopes. Estimated cost is $1,617,000. (Continued on Page 1A.)

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 4,600; Projected ADT _____; Yr. 1976

Existing Level of Service _____

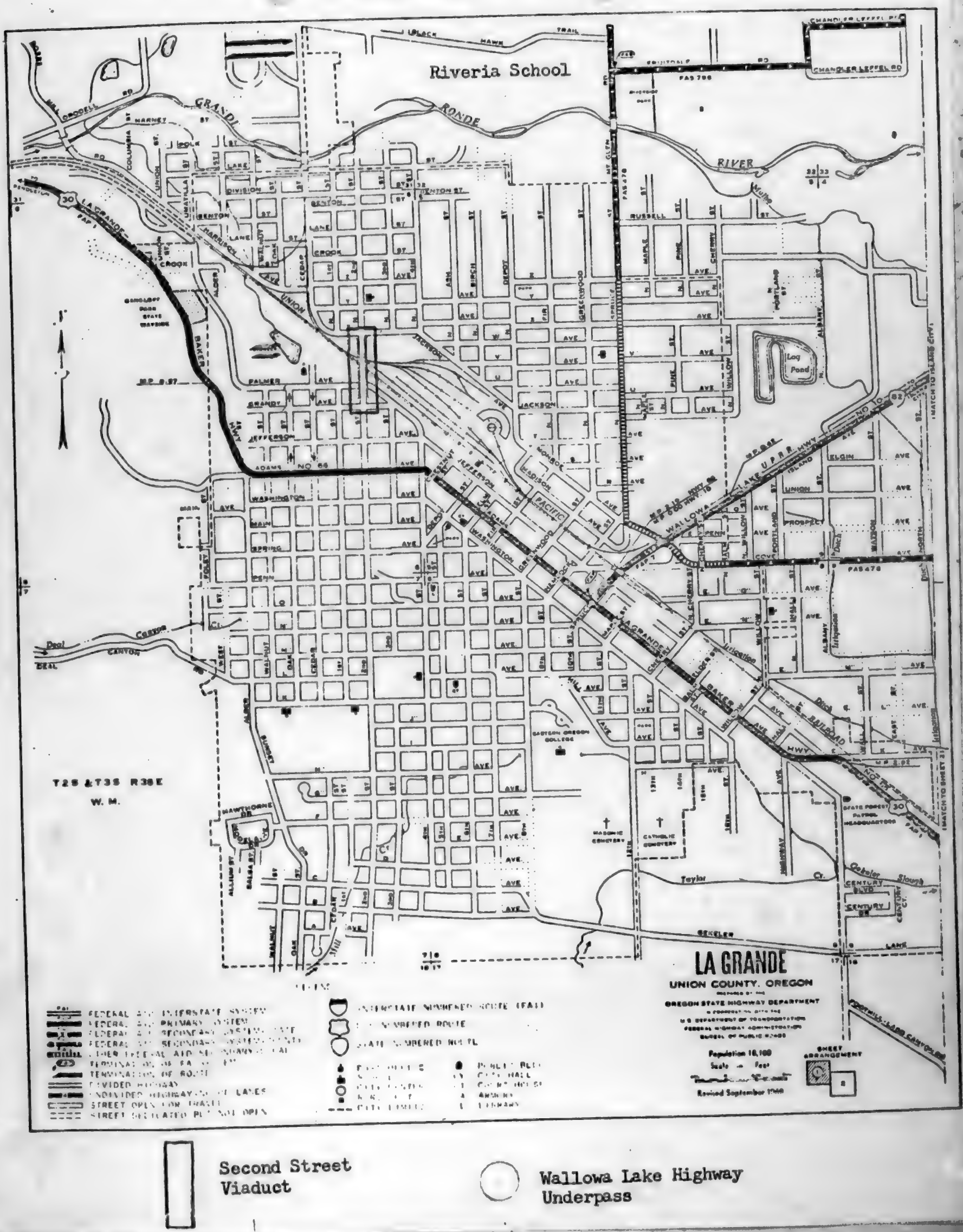
Proposed Facility: Projected ADT 7,000; Yr. 1997

Projected Level of Service _____

D. General Description of Project: (Continued)

During construction, cross-track traffic would be detoured to Fir, Greenwood or Jackson Street. To insure safety, school children would be bused to Riveria School via the Wallowa Lake Highway undercrossing (note map).

LA GRANDE GRADE SEPARATION CSSIN



E. Preliminary Assessment of Environmental Impacts:

Environmental impacts have changed with the most recent viaduct design (1977). The new design constitutes an effort to cut costs and minimize adverse impacts on contiguous property. This is reflected in a comparison of the two designs:

	1974 Design	1977 Design
Bridge Length	478 feet	384 feet
Roadway	32 feet	32 feet
Right-of-Way Required	0.26 acres	0.0 acres
Number of Residences Damaged or Displaced	2	0
Grandy Avenue Dead End	Both Sides	Both Sides
Palmer Avenue Dead End	Both Sides	Both Sides
X Avenue Dead End	Both Sides	West Side
Estimated Cost of Structure	$1,451,000 (1974)	$1,617,000 (1977)

As shown, the principal advantaged of the 1977 design is that the structure does not require additional right-of-way and no homes would be damaged or displaced. Neither design enables traffic to cross Second Street on Grandy, Palmer and X Avenues. The City of LaGrande does not consider this to be a problem, however, because very little traffic uses those streets in the vicinity of Second Street. The 1977 design provides an access from the viaduct to the east side of X Avenue. This was done to accommodate the City shops and any light industry located in the vicinity. The increased cost of 1977 design reflects inflation over a three-year period (1974-77) and the cost of reenforced earth walls.

1. Estimated Impact on Traffic Patterns and Land Use

The proposed structure would accommodate trucks and buses where as now they cannot use the viaduct. An increase in bus and truck traffic is a logical assumption. The volume, however, is conjectural. Traffic studies conducted by the Highway Division and the City of LaGrande do not predict substantial increases. Although much of the area north of the viaduct is zoned for industry, the impetus for growth is lacking. This area was zoned "industrial" to accommodate existing City shops, railroad yard and a few scattered businesses. The construction of a freeway interchange (I-80N) in the vicinity of the Second Street Viaduct could stimulate industrial growth. For the present, however, much construction is unlikely. Log trucks originating north of the City use Spruce Street for access to the Boise Cascade mill. The construction of a new viaduct is not expected to alter this traffic pattern.

Traffic projections based on counts taken in 1975-76 are probably too high (8,300). At that time, the Wallowa Lake Highway railroad underpass was being constructed. Subsequent statistics show a significant decrease in viaduct traffic after the underpass was completed (1977). The Highway Division believes that an ADT of 7,000 vehicles would be a realistic projection for traffic using the new viaduct in 1997.

2. Alternate Designs and Impacts

Four alternate viaduct designs have been considered. They are:

(1) 32 ft. roadway with fill slopes
(2) 32 ft. roadway with reenforced earth retaining walls
(3) 40 ft. roadway with fill slopes
(4) 40 ft. roadawy with reenforced earth retaining walls.

The second alternative was selected primarily because of minimal impacts. All of the alternatives have some impact on access. Two unpaved streets (Grandy and Palmer) would dead-end against the viaduct. Residences facing Second Avenue between Grandy and X Avenues would have to reorient their access to one of those streets. The problem is primarily one of inconvenience.

Several concerns emerged from the May, 1974 public hearing that also have some bearing on the new (1977) design. They include questions of cost, dead-ending streets, and safety.

Cost. Cost-consciousness is very evident in LaGrande. Expenditure of public money is carefully scrutinized. Social costs, however, are frequently overshadowed by more visible dollars and cents. Consequently, the selection of a $1,617,000 design was preceded by an in-depth analysis. Although one of the four design alternatives was cheaper ($1,418,000), it would have a decided adverse impact on adjacent property. The most expensive alternative ($1,860,000) had a minimal effect on adjacent property and also provided a more desirable 40-foot roadway. The design, however, could not be justified on the basis of traffic projections. In this instance, monetary cost outweighed the benefits. The selected design is a compromise. Social cost is minimized; monetary cost is moderate.

Dead-ended Streets. Dead-ending streets against a new structure constitutes a readily visible impact. A few citizens were quick to respond to this proposal at the 1974 hearings. The new design also entails dead-ending against the viaduct. Traffic studies, however, indicate that the impact would be minimal, i.e., more inconvenient for residents living next to the viaduct than for motorists as a whole. Streets now crossing Second Street under the viaduct are unpaved and vary in width (i.e., Grandy and Palmer). Access from the west side of X Avenue (an unpaved street) onto the viaduct is provided. Existing and projected traffic volumes does not warrant access from the east side of X Avenue.

Safety. One citizen expressed concern with the safety of school children during viaduct construction. Crossing railraod tracks to and from school and Pioneer Park was cited as hazardous. The City of LaGrande has addressed this problem in part. Tentative plans are to bus children living south of the viaduct to Riveria School during the construction period. Parents must also share the responsibility by instructing children in the hazards of crossing railroad tracks.

Potential heavy truck traffic has also been cited as a safety hazard and nuisance. Although trucks and buses will undoubtedly use the new structure, the volume is speculative. The continuing function of Second Street as a principal route will generate some truck traffic. In addition, the Union County fairgrounds will periodically draw truck and bus traffic. Neither traffic studies or long-range land use plans, however, indicate substantial increases. Noise levels in the vicinity of Riveria School are not expected to change appreciably.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the Grande Ronde Valley within the city limits of LaGrande (population 10,500). This particular section of the valley is at an elevation of about 2,700 feet above mean sea level. Average annual precipitation is 20 inches. January-March temperatures average 34.4°F; July-September temperatures average 66.8°F. LaGrande's annual snowfall averages 37 inches. The valley is drained by the Grande Ronde River which flows about ½ mile north of the proposed project. The relatively flat terrain in this section of the city is susceptible to occasional flooding.

The local environment is decidedly urban.

2. Cultural:

The proposed project is located in an urban setting. Residential, commercial and industrial zoned areas are in the immediate vicinity of the project. An elementary school (Riveria) is located two blocks north of the existing structure. Power, gas, telephone, storm sewers and waterline must either be moved or modified.

. Preliminary Identification of Areas of Critical Concern:

None identified.

Potential for Controversial Issues:
None identified.

Potential for Consistency of Proposal With: Consistent.

a. Clean Air Implementation Plans

b. Noise Standards

Noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Recommended Type of Action and Documentation:

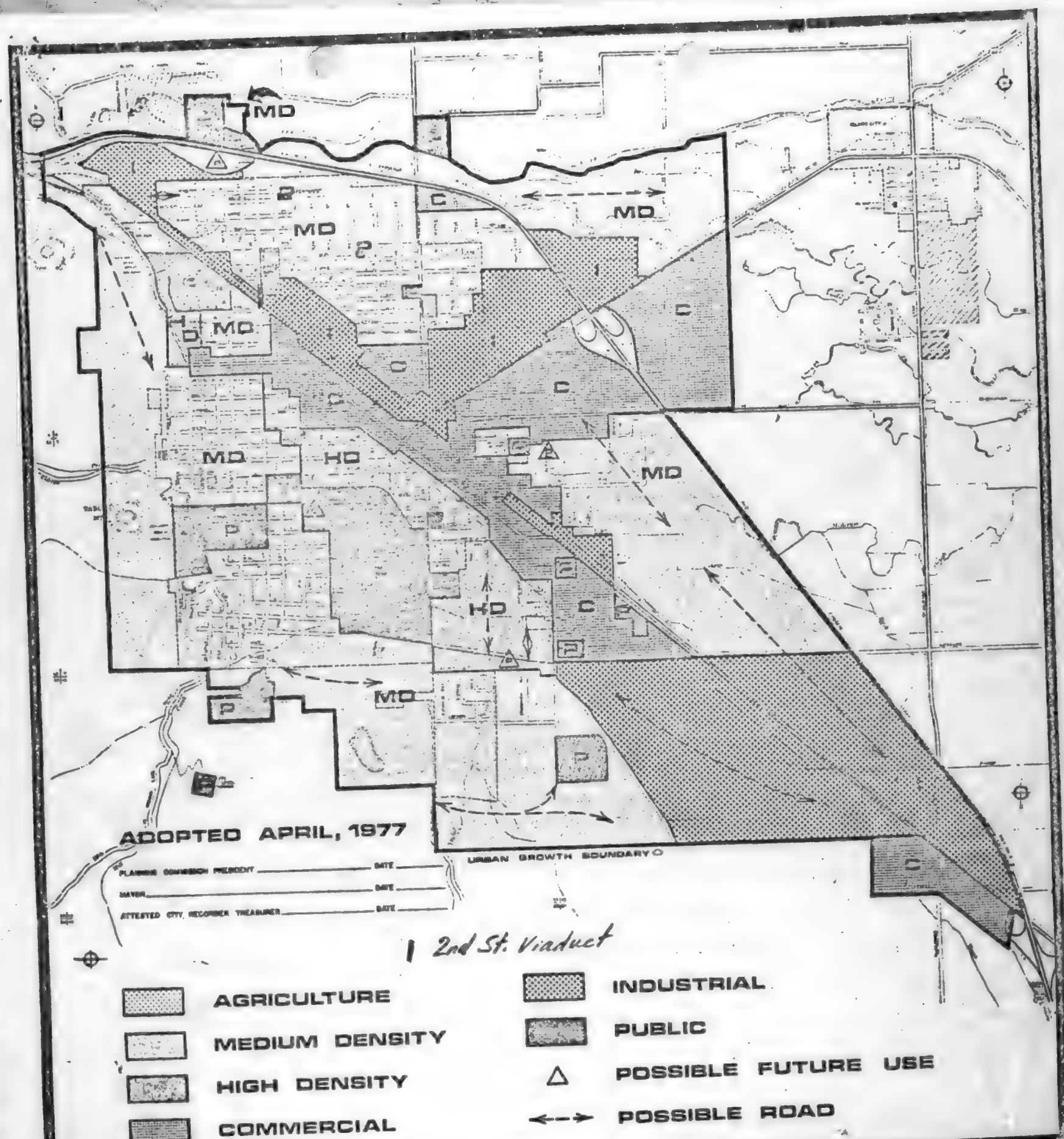
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

Form (1)10-75



COMPREHENSIVE PLAN

LA GRANDE, OREGON

THE PLAN

The land use element of La Grande's Comprehensive Plan is intended to provide a general guide to the future use of land with the City and its urban growth boundary. In addition to the goals, policies, and recommendations, the land use element consists of a map (see page 9), indicating the proposed location, intent and pattern or the various defined land uses relating to the orderly physical development of La Grande.

The land use plan is based on the existing land use pattern and its relationship to such factors as natural land features; natural hazard areas; accessibility with respect to the existing and proposed transportation network; the nature, amount and direction of projected future growth; the location with respect to existing and proposed public facilities and utilities; relationship to nuisance factors, and the desirability of the location for future major uses.

The land use classifications indicated on the plan for the area within the City of La Grande and the La Grande Urban Growth Boundary include two-residential, and more specific separation of uses within each plan classification will be made by the zoning map and related ordinance provisions.

A brief definition of each land use classification follows:

Plan Classification	Purpose
Medium Density Residential (MD) (10 or less dwelling units per gross acre)	To provide areas suitable and desirable for single-family residential uses which have or will need public water and seweage services, commercial and educational support facilities, and employment opportunities. Planned developments and duplexes are also included provided the density does not exceed 10 units per gross acre.
High Density Residential (HD) (11 or more dwelling units per acre)	To provide areas suitable and desirable for all types of high density residential development including apartments, planned developments, and other multi-family dwelling units. Under certain conditions with appropriate safe-guards, low traffic generating non-residential land uses may be suitably located in close association with high density residential uses. This classification would be applied primarly to locations where public water and sewer systems are available and where intensive commercial areas or public use areas are located nearby.

Commercial	To provide areas suitable and desirable for retail, wholesale, service, office, warehouse, tourist, and other similar commercial activities which are needed by the City and surrounding areas. Such are generally encompass the original commerci areas and radiate from there. Zone class ifications will be used to differentiate between commercial activities.
Industrial	To provide areas suitable and desirable those activities that are involved in processing or reprocessing materials and resources. These activities are needed maintain or improve the City's economy and employment. Industrial areas are generally located where services and tra portation improvements are available, an development is compatible with surroundi area uses. Zone classifications can be used to differentiate between industrial activities if necessary.
Public	To indicate areas desired to be used for existing or aniticpated public uses such schools, and other local public, State o Federal activities or facilities.
Agricultural	To provide areas suitable and desirable be utilized for grazing or crop producti Urban development is to be discouraged until there is shown a public need to justify converting this area to urban us
	Indicates areas that may be suitable for different urban uses providing certain conditions are satisfied.
	Indicates vicinities where needed road connections have been identified.
	Indicates areas that may be subject to flood damage. Some urban uses may be allowed, providing certain conditions ar satisfied. These areas are defined in more detail on Map 5, Hazards.

8775

La Grande
2nd St OK
SBCP

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 15, 1977

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 16 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. Max Thompson
City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

Attached is a copy of FHWA Notice N 5120.4 dated January 7, 1977 concerning vertical clearances over railroads to be electrified. Also attached is a copy of FHPM 6-6-2-1 dated April 25, 1975 which is referred to in the Notice.

This data is being furnished to you as a resource document in the development of the final design of the Second Street Viaduct and your upcoming meetings with the Union Pacific Railroad Company.

Please advise me when a time and place for the meeting between the City of La Grande and the Union Pacific Railroad Company is arranged.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Attachments

cc Wally Palmateer, Oregon Bridge
George Hopkins
W. J. Hart
J. H. Versteeg
F. E. Terpin

PROJECT MANAGEMENT
FEB 16 '77
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

Form 81-734-3123

8795

La Grande
2nd Box

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

PROJECT MANAGEMENT | FEB 10 '77 | REFER TO | FOR: Info ✓ | Investigate | R/D | Action | File | Letter | See me

February 9, 1977

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 10 1977
COUNTY
✓ CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Mr. Max Thompson
City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

As you know, the Highway Division is in the process of obtaining comment from various agencies via the A-95 process for the Second Street Viaduct project in the City of La Grande. Also, when we have received approval or comments from these agencies, an expedited procedure will be initiated to program the project with the Federal Highway Administration.

The final item required to get the project under way would be the deposit of 25% of the estimated costs by the City under the terms of the Preliminary Engineering Agreement.

Consultant Design Fee	$50,000.00
Estimated Highway Division - Monitor Costs	7,000.00
Total Estimated Cost	$57,000.00

75% SBR Funds $42,750
25% of $57,000.00 = $14,250 Local Share

It is suggested the City consider depositing the local share as soon as possible. If you wish, the City could stipulate the deposit check or warrant be negotiated only upon final approval of the project by the Federal Highway Administration.

Do not hesitate to call if you have any questions.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins

Form 81-734-3133

8795

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

February 3, 1977

Mr. Max C. Thompson
City Manager
City of LaGrande
P. O. Box 670
LaGrande, Oregon 97850

NOTED
E. S. HUNTER

Re: 2nd Street Viaduct

Dear Mr. Thompson:

The information you furnished in the project request for the 2nd Street Viaduct indicated that it would be necessary to acquire right-of-way. This requires that the Highway Division circulate a "Notice of Intent to Apply for Federal Funds" (A-95). The notice has been circulated under the date of January 24, 1977 and a minimum of five weeks is required to complete this process.

As soon as we have received approval or comments from the various public agencies, the project will be expedited through the process of Federal Highway Administration approval and authorization to proceed with the work.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Local Government Projects Engineer

GNH/MCH:sch

cc: E. S. Hunter
R. C. Lang, Region 5
W. A. Palmateer, OBEC

RECEIVED
STATE HWY ENGR
FEB 3 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8795

8

January 31, 1977

City of LaGrande
City Hall
LaGrande, OR 97850

Attention: F. C. McShane
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5993

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the 2nd Avenue Viaduct on FAU 4645.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

8795

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 25, 1977

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

FROM: L. W. Rutledge
Program Management Engineer

SUBJECT: Consultant Agreement
Special Bridge Replacement
2nd Street Viaduct
City of LaGrande

Herewith for your signature of concurrence are three copies of an agreement between the City of LaGrande and Oregon Bridge Engineering covering design and construction engineering for the 2nd Street Viaduct.

The agreement has been reviewed and accepted by Legal, Bridge Design and Finance Sections.

Please review the contents and, if acceptable, sign all three copies and return to this office for final processing.

LWR/MCH:sch

Attachment

cc: Roger Lang

NOTED
E. S. HUNTER

Signed returned
1-27-77

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
FOR
Info | Invr | R/D | D.R | Sign | Sig.

#218795

8

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 24, 1977

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: 2nd Street Viaduct
Highway: 2nd Street, FAUS 4645 LaGrande
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 22, 1977.

BLG:dpy

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Bob Ellison

Region Engineer: Pat Schwartz - Region 5
District Engineer: G. A. Starkey - District 13
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: DEPARTMENT OF TRANSPORTATION [45] | [46] DIVISION: STATE HIGHWAY DIVISION [79]

03 [12] APPLICANT ADDRESS STREET: DEPARTMENT OF TRANSPORTATION BUILDING [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [48] AREA CODE: 503 | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: 2nd Street Viaduct [71]

11 [12] PROJECT LOCATION—CITY: 2nd Street FAU-4645 La Grande | PROJECT LOCATION—COUNTY: Union | PROJECT LOCATION [79] SEC: T: 3S R: 38E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] This proposal is to conduct the necessary preliminary engineering survey to identify a possible improvement project to be considered for future construc- [71]

07 [12] tion. This project consists of all preliminary engineering necessary to pre- [71]

08 [12] pare plans, specffications and estimates for future construction of an over- [71]

09 [12] crossing structure to carry 2nd Street over the Union Pacific Railroad tracks [71]

10 [12] in the City of La Grande.

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
42,750	--	--	14,250	--	57,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: TITLE 23 USC HIGHWAYS [71]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: January 24, 1977

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: February | 43] DAY [44]: 22 | 45] YEAR [46]: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 24, 1977

VI. If project includes state funds (12C), identify agency STATE HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of NON-MAJOR environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.

PROPOSED
SBR. PROJECT
LA GRANDE
N

9775

CARL D. HELM, SR. (1881-1948)
CARL D. HELM
ROBERT A. PETERSEN

W. ALFRED MUKATIS

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVENUE
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

January 17, 1977

Mr. Wally Palmateer
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Re: Consulting Agreement with City of La Grande
dated December 13, 1976

Dear Mr. Palmateer:

This letter will be attached to the Consultant Agreement between Oregon Bridge Engineering Company and the City of La Grande dated December 13, 1976. The purpose of this letter is to memoralize clarifications that have been made regarding the Consultant Agreement.

It is understood and agreed between the parties that Oregon Bridge Engineering Company will retain quantity and design computation for the work performed under this agreement. It is also agreed and understood that the design computations will not be submitted at the time the drawings are submitted for final approval, but will be retained by Oregon Bridge Engineering Company for future reference by the city, state, or federal authorities.

It is also understood and agreed that Oregon Bridge Engineering Company will submit vouchers to the City once a month during the progress of the work for partial payment for work completed. Such vouchers will be checked by the City and payment will be made in the amount thereof reasonably representing the value of the partially completed project less the amount previously paid, until such time as all obligations have been fulfilled.

Very truly yours,

Robert A. Petersen

APPROVED:

City Manager, City of La Grande

APPROVED:

OREGON BRIDGE ENGINEERING COMPANY

8795

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 11, 1977

Mr. Max Thompson, City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

RE: Construction Finance Agreement
Second Street Viaduct
Special Bridge Replacement

Attached are four copies of a Construction Finance Agreement concerning the above described project.

Please review the agreement carefully; and if found to be acceptable, present all copies to the Mayor and City Recorder for their signature. Your attention is specifically directed to Item 5, Page 2, "Things to be Done by City", requiring adoption of the resolution or ordinance, authorizing city officials to enter into this agreement. After the agreement has been signed, please return the three bound copies of the agreement and three copies of the resolution or ordinance to me for further processing.

Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: William A. Hamilton
George Hopkins

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 13 1977
COUNTY
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UNIT

PROJECT MANAGEMENT
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Form 81-734-3120

8775

La Grande
2nd St Viaduct
SBRP

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 10, 1977

William A. Hamilton, City Engineer
City Hall
La Grande, Oregon 97850

Dear Bill:

RE: Consultant Agreement
Second Street Viaduct
City of La Grande

Enclosed are two copies of the proposed agreement between the City of La Grande and Oregon Bridge Engineering Company. Also enclosed is a copy of a letter from Mr. George N. Hopkins, Local Government Programs Engineer, Oregon Department of Transportation, confirming comments which were previously verbally related to you.

It appears Mr. Petersen, Helm and Petersen, has adequately stipulated Items 1 and 4 in his correspondence to Mr. Palmateer dated 12-31-76.

As I previously stated, the City may request the Highway Division to perform the necessary engineering in event you are unable to obtain an agreement with Oregon Bridge Engineering Company. I feel we should proceed forward as quickly as possible.

Sincerly,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Enclosures

cc: G. N. Hopkins

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PROJECT MANAGEMENT
JAN 13 '77

REFER TO

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Form 81-734-3123

8795

8

DATE: January 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Special Bridge Replacement Projects

On the Consent Calendar for the January 18 meeting will be two requests for projects under the Special Bridge Replacement Program.

The City of LaGrande is requesting a preliminary engineering project to prepare plans, specifications and estimates for replacement of the 2nd Street Viaduct to carry traffic over the Union Pacific Railroad tracks. The existing structure has been considered deficient for many years, and was closed to traffic for a period of time a few years ago. At that time it was necessary to make repair and reopen the structure as a result of our reconstruction of the railroad undercrossing known as "Old Leaky" on the Wallowa Lake Highway.

A preliminary engineering project to prepare plans, specifications and estimates for replacement of a deficient bridge over "A" Canal on Washington Street is the request from the City of Klamath Falls. Deterioration of the existing structure has necessitated imposing a load limit which has closed the bridge to student buses in and out of Klamath Union High School, Fire Department equipment and other similar traffic. Safety factors and the time loss in rerouting the buses has prompted endorsement of the project by the Superintendent of Klamath Falls Public Schools.

The preliminary and eventual reconstruction of these projects will be financed through the Special Bridge Replacement Program with 75 percent federal funds and 25 percent City matching funds.

When the design work is completed it will be necessary to request your approval for actual construction of the projects.

These projects have been investigated in depth and are eligible for federal-aid funding under the Special Bridge Replacement Program. I recommend your approval and request authority to enter into project agreements following negotiations.

MCH:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
V. E. Skoog
George Bell
R. W. Ellison
C. M. Williams
W. E. Schwartz
D. N. Harwell

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECT
City of La Grande

2nd Street Viaduct Crossing of UPRR
2nd Street, FAU 4645
Preliminary Engineering and Bridge Design
$57,000

This project consists of all preliminary engineering necessary to prepare plans, specifications and estimates for future construction of an overcrossing structure to carry 2nd Street over the Union Pacific Railroad tracks in the City of La Grande.

The city has stated that they will engage a consultant to perform the work.

PROPOSED
S.B.R. PROJECT
LA GRANDE
UNION
RONDE
GRANDE
RIVER
PACIFIC
BOOSTER
PEAK
TABLE
MTN.
Creek
Reservoir
N

8795

La Grande
2nd St Okng

Mr. Roger C. Lang
Region 5 Federal Aid Engineer

January 4, 1977

George N. Hopkins
Local Government Programs Engineer

Consultant Agreement
Second Street Viaduct
City of LaGrande

Returned herewith are three copies of the proposed agreement between the City of LaGrande and Oregon Bridge Engineering Company.

In compliance with your request the agreement has been subjected to review by the Legal, Bridge and Finance Sections resulting in the following comments.

1. The agreement is considered auditable by the Finance Branch with minor corrections penciled on page 3 of Exhibit A.

2. The proposed consultant fees are reasonable.

3. Provisions for plan review and monitoring of the work are adequate.

4. The provisions entitled "Limitation of Liability" on page 12, which limits the consultant's liability to $50,000, is considered unacceptable by the Legal Branch. OSHD would be unable to concur in the agreement unless this stipulation is removed.

The consultant's fees are based on design of a structure with 24-foot clearance over the railroad tracks. If a 26-foot clearance is required the change would constitute an increase in the scope of the work which would make some type of supplemental agreement necessary.

GNH/MCH:sch

Attachment

8795

CARL G. HELM, SR. (1881-1948)
CARL G. HELM
ROBERT A. PETERSEN

W. ALFRED MUKATIS

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVENUE
LA GRANDE, OREGON 97850

POST OFFICE BOX 947
TELEPHONE:
AREA CODE 503
963-8104

December 31, 1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JAN 3 1977 ☑
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. Wally Palmateer
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Re: Consulting Agreement with City of La Grande dated December 13, 1976

Gentlemen:

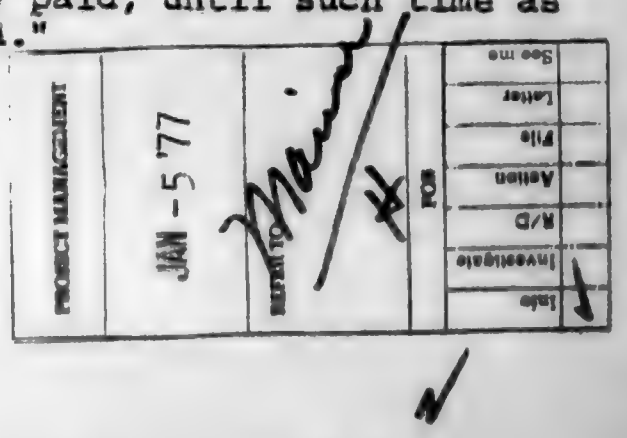
This office represents the City of La Grande. After reviewing the above referenced Consultant Agreement and the sample agreement provided by the Oregon State Highway Department, the City would propose the following changes:

(1) On page 2, subparagraph "6" add, "or greater, if necessary, outside the right-of-way to include pertinent details adjacent to the right-of-way."

(2) On page 5 of the agreement, a clause should be added wherein Consultant will furnish one copy of the quantity and design computations for the work performed under this agreement. Although subparagraph 3 under item No. IV could be interpreted to include quantity and design computations, it is not specifically mentioned.

(3) The title of paragraph V should be changed to "Time of Beginning and Completion for Preliminary Engineering".

(4) A clause should be added "Consultant may submit vouchers to the City no more often than once per month during the progress of the work for partial payment for work completed to date. Such vouchers will be checked by the City and payment will be made in the amount thereof reasonably representing the value of the partially completed project less the amounts previously paid, until such time as all obligations have been fulfilled."



COPY

(5) On page 12, the last two paragraphs of the indemnity section need revision. The amount of insurance for public liability and property damage is inadequate considering the scope of the project. The City would suggest that the amounts be raised to $500,000 for death or injury to any one person and one million dollars for death or injury to two or more persons in any one occurrence and $100,000 for property damage. Also, the paragraph regarding limitation of liability should be stricken.

On page 3 of Exhibit "A" the figure $1,750.00 under precast beams or steel does not appear to be added into the subtotal, and therefore it would appear that the total figure is $1,750.00 less than it should be.

If you have any questions regarding the modifications desired by the City of La Grande, please call. I have sent a copy of this letter to Mr. Lang, the Federal Grant Engineer in La Grande.

Very truly yours,

Robert A. Petersen

RAP/ngc
cc: Roger Lang
Federal Grant Engineer
Oregon State Highway Department
2111 Adams
La Grande, Oregon 97850

Bill Hamilton
City Engineer
P. O. Box 670
La Grande, Oregon 97850

cy Georges Hopkins

8795

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: George Hopkins
Local Government Programs Engineer

DATE: December 28, 1976

FROM: V. E. Skoog
Controller

SUBJECT: Consultant Agreement
Oregon Bridge Engineering Co.
2nd Avenue Viaduct
LaGrande

In accordance with your request dated December 20, 1976, we have made a pre-award evaluation of the subject proposal. Please note corrections to be made on Page 3 of Exhibit A, Construction Engineering.

Subject to this correction we approve the proposal.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: Roger Lang (Region 5)

Memo #

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 28 1976
COUNTY
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Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up ___/___/___
Other

81-125-1387

CONSTRUCTION ENGINEERING COSTS

Estimated Project Cost			$1,500,000	
Fixed Fee for Construction Services				$15,000
Plus				
Salaries - On-Site Engineering (estimated				
Project Engineer	50 Weeks	@$72/day	$ 18,000 ~	
Assistant Engineer	50 Weeks	@$50/day	12,500 ~	
Survey Crew	1 Week	@$20/hour	800 ~	31,300
Off-site Inspection -				
Precast beams or Steel:	35 Days	@$50/day	~~1,750~~	1,750 ~~$31,300~~
Overhead on Salaries @87.30%±				28,853 ~~$27,325~~
Misc. Job Supplies			$ 500	
Job Expenses & Subsistence:	80 Weeks	@$50/week	4,000 ~	
Job Vehicle Expense	250 Days	@$ 6/day	1,500 ~	
Off-site Vehicle Expense:	35 Days	@$10/day	350 ~	
Job Office & Communications			1,000	
Home Office Travel & Expenses			1,200	$ 8,550 ~
			Total	~~$82,175~~ 85,453

Construction Engineering = ~~5.4%~~ 5.7%

These costs, except for fixed fee, are an estimate only and actual salaries, overhead, and expenses will be those in effect at the time of construction.

AGREEMENT NO. 3

The City of La Grande and OBEC Consulting Engineers desire to supplement their agreement entered into and executed on December 15, 1976, and identified as Agreement No. 1.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes in the agreement are described as follows:

I

Section I, SCOPE OF WORK, is acceptable as amended and remains unchanged.

II

Section V, TIME OF BEGINNING AND COMPLETION, is acceptable as amended and remains unchanged.

III

Section VI, payment, shall be amended as follows:

A.4 Contingent upon the conditions listed hereafter, the City shall take the appropriate steps to pay to the Consultant full compensation for construction engineering services, based on Consultant's actual cost plus a fixed fee of $20,000.00, an amount not to exceed $205,000.00, subject to audit as defined in Section C. City shall be obligated to make said payment only if the following conditions are met:

(a) The Federal Highway Administration approves this supplemental agreement.
(b) The increase in compensation called for by this supplemental agreement is grant eligible either through Federal or State funds.
(c) No City money from local City revenues be required beyond the advanced deposit already made, and that the above referenced funds come from eith State or Federal sources.

OBEC Consulting Engineers

W A Palmateer
General Manager

City of La Grande

L H Hamilton
City Manager

OSHD CONCURRENCE

Asst. State Highway Engineer

EXHIBIT "A"

Revised

Engineering	$86,645.58	$86,645.58
Fixed Fee	10,000.00	10,000.00
at March 31, 1979	$96,645.58	$96,645.58

Estimate to Complete

	Estimated	Actual to 11/30/79	Over or Under
Resident	$15,000.00		
Aide	6,600.00	$29,061.68	
Offsite Inspection	4,000.00	4,522.30	
Shop Drawings	300.00	-	
	$25,900.00	$33,583.98	+ $7,684.00
Overhead Allowance	22,600.00	29,318.81	+ 6,719.00
Home Office	2,100.00	1,616.57	- 483.43
Overhead Allowance	-	1,411.26	+ 1,411.26
Structural Steel Inspection (Reif)	2,800.00	2,251.43	- 549.00
Expenses and Subsistence	9,600.00	8,420.53	- 1,179.00
Material Testing-OSHD	1,300.00	12,683.84	+ 11,384.00
Material Testing-Anderson-Perry	2,500.00	1,328.50	- 1,172.00
Fixed Fee	10,000.00	10,000.00	
4/1/79 to 10/31/79	$78,300.00	$100,614.92	+ 22,315.00
Estimate to 10/31/79	$174,945.58		
Estimate to 11/30/79		$197,260.50	

8775

Authority for Survey attached

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P.O. BOX 670

La Grande, Oregon
97850

December 23, 1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE
☐ RDE

DEC 27 1976
RECEIVED
REGIONAL OFFICE

Hopkins
Haswell
Holmes
Prange
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RECEIVED
DEC 29 1976
COUNTY
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Bring Up ___/___/___
Other

TO: Max C. Thompson, City Manager

SUBJECT: O.S.H.D. Review of Consultant's Agreement With City

Oregon State Highway Division, Salem, called today with following results from their review of subject document:

1. Fees reasonable.
2. Provisions adequate.
3. Page 12. O.S.H.D. can't live with <u>any</u> limitations on consultants liability.
4. Auditable except page 3 Exhibit "A". Error with $1,750 item - sub-total left out. Total should be $83,925 instead of $82,175.

? I agree with $83,846 RLL

Hamilton informed 12-27

This will be confirmed by letter in a week or so. We can go ahead and negotiate with Oregon Bridge once City's comments and State's are summarized.

Oregon State Highway Division, D.O.T. meeting - January 18 - to consider Federal Aid project request. Should be no problem with consultant agreement. F.H.W.A. can schedule project to proceed.

Wm. A. Hamilton
City Engineer.

WAH/mc

cc: Roger Lang
Oregon StateHighway Division
Box 850
La Grande,Ore. 97850

cy George Hopkins
R.W. Ellison
Richard Hoeck

Exhibit "A"

CONSTRUCTION ENGINEERING COSTS

Estimated Project Cost			$1,500,000	
Fixed Fee for Construction Services				$15,000
Plus				
Salaries - On-Site Engineering (estimated				
Project Engineer	50 Weeks	@$72/day	$ 18,000	
Assistant Engineer	50 Weeks	@$50/day	12,500	
Survey Crew	1 Week	@$20/hour	800	
Off-site Inspection -				
Precast beams or Steel:	35 Days	@$50/day	1,750	~~$31,900~~ 35,050
Overhead on Salaries @87.30%±				~~$27,925~~ 28,563
Misc. Job Supplies			$ 500	
Job Expenses & Subsistence:	80 Weeks	@$50/week	4,000	
Job Vehicle Expense	250 Days	@$ 6/day	1,500	
Off-site Vehicle Expense:	35 Days	@$10/day	350	
Job Office & Communications			1,000	
Home Office Travel & Expenses			1,200	$ 8,550
		Total		~~$82,175~~ 85,913

Construction Engineering = 5.4%

These costs, except for fixed fee, are an estimate only and actual salaries, overhead, and expenses will be those in effect at the time of construction.

8775

MEMO TO FILES, 12/23/76

CONSULTANT AGREEMENT
SECOND STREET VIADUCT
CITY OF LA GRANDE

On December 20, 1976, this office received two unsigned copies of a proposed consultant agreement between Oregon Bridge Engineering Company and the City of La Grande.

The City requested our review and comments. Copies were furnished to the Bridge Section and Finance Branch and discussed with Jack Sollis of the Legal Branch.

The Bridge and Finance reviewers found the agreement acceptable except for a minor arithmetical error on page 3 of Exhibit A which would not change the fee proposed for construction engineering.

The Legal Branch will not approve the agreement unless the clause entitled "Limitation of Liability" on page 12 is removed in its entirety. This clause would limit the consultant's liability to $50,000.

The above information was relayed to Bill Hamilton, City Engineer, via telephone on December 23, 1976, about 1:15 p.m. by the writer.

Mainor C. Holmes
Mainor C. Holmes
Local Projects Coordinator

MCH:mm

CC: Roger Lang

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

8795

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 22, 1976

FILE:

R.W. Ellison

FROM: R. W. Ellison
Acting Bridge Engineer

TO:

Mr. George Hopkins
Project Development Engineer

SUBJECT:

Consultant Agreement
2nd Street Viaduct
City of LaGrande

We have reviewed the attached consultant agreement and have the following comments.

1. Consultant fees are reasonable.

2. The agreement's provisions for review of preliminary and final plans are adequate.

3. Section on "Limitation of Liability" on page 12, limits the Consultant's liability to $50,000. If the Contractor should obtain a judgment larger than this amount, will the State have to pay it?

PAA:dh
Attachment

PROJECT MANAGEMENT

DEC 23 '76

FOR

Info	Investigate	R/D	Action	File	Letter	See me

8795

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

LaGrande, Oregon
December 17, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Project Application
2nd Street Viaduct
SBR Funds
La Grande

TO: George Hopkins
Local Government Program Engineer

S A L E M

Attached are two copies each of Application and proposed Consultant Agreement concerning the above subject project. Also enclosed is a copy of a letter from Mr. Hamilton, City Engineer, specifically commenting on the selection of consultant and method of payment.

The Consultant Agreement has been reviewed by Mr. Hamilton who has found some deviation from the approved draft form. Mr. Hamilton is asking us to review the document and determine if the variations are of major or minor consequence. As I explained to Bob Prange, negotiations concerning the lump sum payment are continuing.

Inasmuch as I will be on vacation next week, will you please reply directly to Mr. Hamilton when a determination is made on the Consultant Agreement.

An Authority for Survey covering anticipated costs for the Highway Division is enclosed. These are basic figures obtained from Mr. Ellison and Mr. Versteeg. Please revise if necessary.

RCL:sh
Attachments

cc Wm. Hamilton

PROJECT MANAGEMENT
DEC 20
Info | Investigate | R/D | Section | File

8795

13
SBR.

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section U.P.R.R. (2nd Street Viaduct) O'xing

Date December 17, 1976

Highway City Street, 2nd St., City of La Grande

Authorization No. 1

County Union

Survey Prefix 331-1930
(Assigned by Salem office)

Description of termini, route, length, etc.:

From about 200 feet south of Grandy to 200 feet north of "X" Avenue.
Approximately 1400 feet, including approaches.

Purpose of survey: Consultant to perform Preliminary Engineering and State

To monitor consultant's activities in preparing project for PS&E as defined below.

BRM-4645(1)

Estimate of cost:

Consultant	904	50,000
Field monitoring	901	1,000
Design review	905	2,000
Bridge Design review	906	3,000
Specifications	921	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 57,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: L. C. Long

Regional Federal Aid Engineer XXXXXXXXX

Recommended for Approval: [signature]
Regional Engineer

Recommended for Approval: Frank E. Perkins
Location Engineer

Approved: [signature]
Deputy Assistant State Highway Engineer

SP*23604-734

3-3-77
SBRP

SBRP Fl. Dr.

HAL FRED

NOTED
M. JINOR C. HOLMES

8775

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

December 16, 1976

Mr. Roger Lang
Oregon State Highway Division
BOX 850
La Grande OR 97850

SUBJECT: 2nd Street Viaduct
Federal Aid Project Request
Consultant Agreement

Dear Roger:

Enclosed are four signed Federal Aid Project Request Forms for processing, and four unsigned Consultant Agreements for your review.

The letter from H.S. Coulter to distribution, dated September 23, 1976, outlined the procedure to be used in obtaining the services of a consulting engineer. The Oregon Bridge Engineering Company was retained by the City in 1973 to prepare a preliminary design and cost estimate. Enclosed are copies of letters which describe the selection process used in 1973. In my opinion, the process conforms in every respect to the required procedure. Subsequent performance by the consultant has been very satisfactory. It is therefore the desire of the City to once again retain the Oregon Bridge Engineering Company for the preliminary engineering and construction engineering phases of the Federal Aid Project.

I have made an independent estimate of cost and agree with one exception to the estimates proposed in the agreement. The one exception is the $4,950 contingency item in the lump sum preliminary engineering estimate. If the 24 foot clearance is retained, the contingency item should not be allowed. If 26 foot cleance is required, then another method (other than lump sum) of pay should be used because of the unknowns. At this stage, we do not know if additional right-of-way will be necessary. It depends mainly on the economics of fill versus retaining walls, which in turn, is influenced by the clearance requirement.

When the review comments from the State are recieved, we will negotiate the necessary changes with the consultant. Hopefully, this can be accomplished soon after Christmas. The City is reviewing the

Agreement now and will probably have additional comments which will be transmitted to the Oregon State Highway Division and Consultant.

Sincerely,

Wm. A. Hamilton

Wm. A. Hamilton
City Engineer

WAH/tw

8775

FEDERAL AID PROJECT REQUEST

Date 12-14-76

Applicant Agency City of LaGrande, Oregon
Request for: Off-System ____, FAS-C ____, FAUS ____ Project x SBR
Federal Aid Route No. 4645 Route Name 2nd Avenue Bridge
Project Name 2nd Avenue Viaduct

Project Length 1350 ft. Project Location (Attach sketch map)
Project Description Reconstruction of 2nd Ave. Viaduct and approaches and other allied work

Average Daily Traffic 3700 est. Design Speed 30

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 ± Travel Lanes 2 Shoulders 0
Medians 0 Parking 0
Sidewalks 5.0 ft
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 ft Travel Lanes 2 Shoulders 4.0
Medians 0 Parking 0
Curbed yes Length Curb Radii --
Sidewalk/Bikeway 5.0
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No x

3. Will additional right-of-way be needed? Yes x No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

no existing signalization

2. Proposed Signalization:

Location none proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? not included (by applicant)

4. Permanent Striping:

Include in project or by applicant? not included (by applicant)

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

varying locations across bridge... essentially non functional.

2. Proposed Illumination:

Location Attached to structure at 230 ft spacing

Type mercury vapor

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 2nd street

Type steel truss and wood approaches

Approach Roadway Width 22 ft ± Shoulder Width 0

Length 490 ft Width 20.6 ft

To remain in place?

no!

2. Proposed Structure:

Location 2nd Street - at the site of the existing bridge

Approximate Size: Length 480 ft Width 32 ft

Are sidewalk/bikeways desired: Sidewalks only

Are any utilities to be attached to structure? possibly electrical

Are provisions for illumination desired? yes

Are there any unusual or complicating conditions? restricted clearances and gradeline

Remarks No utility attachments anticipated on new structure

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes x No

Name of Railroad Union Pacific

Existing Crossing Protection --

2. Will existing railroad crossing be altered? Replacement of existing structure

Remarks Structure crosses over 8 tracks of UPRR

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager, Max C. Thompson Office
2. Environmental — City Manager, Max C. Thompson Office
3. Public Hearing — City Manager, Max C. Thompson Office

Remarks Project assessment assigned Category IV Major (non-significant) class, negative statement to be prepared.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant x

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 225,000
Right-of-way costs (if participating)	35,000
Traffic control	5,000
Illumination	10,000
Structures	950,000
Railroad	40,000
Other legal, constr. supervision, contgin.	185,000
Preliminary engineering	50,000
PROJECT TOTAL	$ 1,500,000

Remarks Estimate based on 1977-78 construction and on 1974 preliminary design

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF La Grande, Oregon and/or _____ COUNTY

By Maf C. Thompson CITY MANAGER

By_____

By_____

By_____

By_____

By_____

(1976)

RESOLUTION NUMBER 3587

SERIES 1976

BE IT RESOLVED by the City Council of the City of La Grande that the City Manager be, and he is hereby authorized to enter into a "Federal Aid Project Request" dated December14, 1976, for construction of the Second Street Viaduct, a copy being hereto attached, marked Exhibit "A" and by this reference made a part hereof.

DATED at La Grande, Oregon, this 15th day of December, 1976.

ATTEST:

Recorder-Treasurer.

City Council

PROPOSED RODELL HWY
(NO LONGER PLANNED)

Plan

Scale 1"=400'

GRANDY'S ADDN

2ND ST

JEFFERSON

GRANDY AVE

PROPOSED NEW VIADUCT

EXISTING VIADUCT

MAIN ST

PACIFIC ELECTRIC R.R.

S.P.R.R. & P.M.C.R. (U.P.) R/W

M.1029.36.42 E.

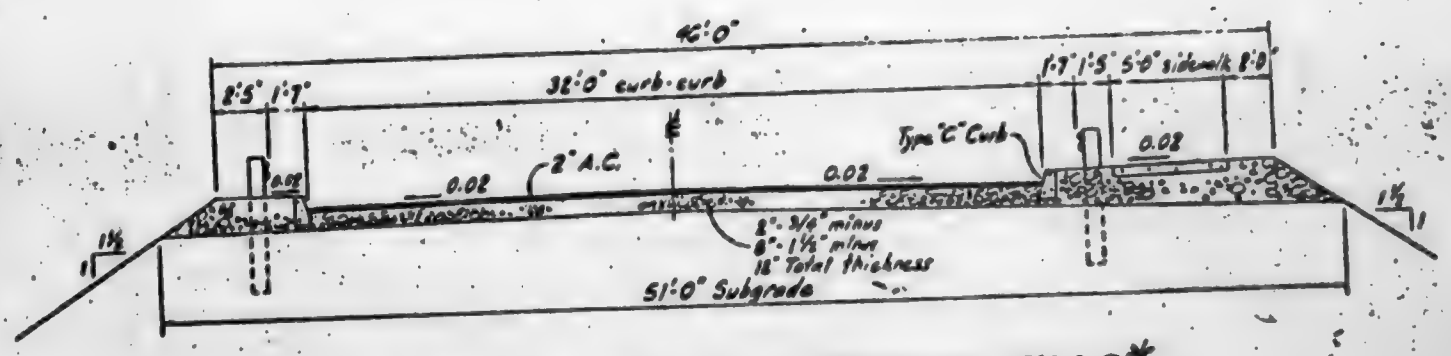
M.1030.36.42 P.C.

M.1029.21.83 P.C.

S 38° E

PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

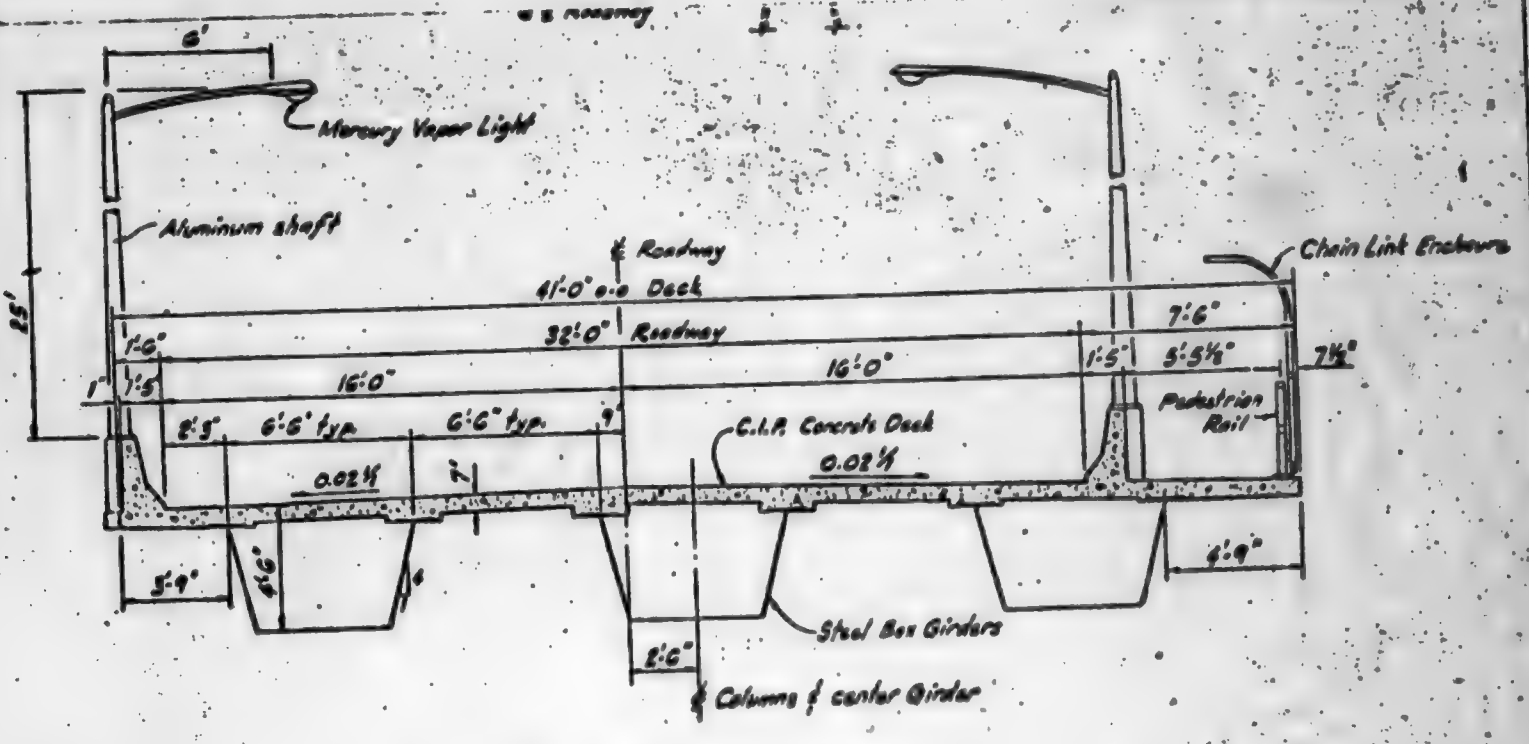
"Z" AVE.
"Y" AVE.
"X" AVE.
0+00.00
2ND ST.
51+47.40
70+42.44
EXISTING R.R. VIADUCT
PROPOSED NEW VIADUCT
T3S R38E
5
6
M.1029+36.12 P.T.
M.1040+51.11 P.T.
End of Project
O.W.R.R. & N. CO. (U.P.) R/W
MAIN LINE
ODELL HWY
PLANNED)
JEFFERSON AVE.
4TH ST.
3RD. AVE
M.1028+36.12 P.S.C.
M.1030+36.12 P.T.
M.1039+21.35 P.C.
PALMER
GRANDY
18
6
5
2ND ST.
JEFFERSON
ST.
GRANDY'S ADDN TO CITY OF LA GRANDE
2ND STREET VIADUCT
CITY OF LAGRANDE
lan
le 1"=400'



TYPICAL SECTION - APPROACH FILLS*

1" = 5'-0"

* Roadway transition to 40' curb-curb at street connections



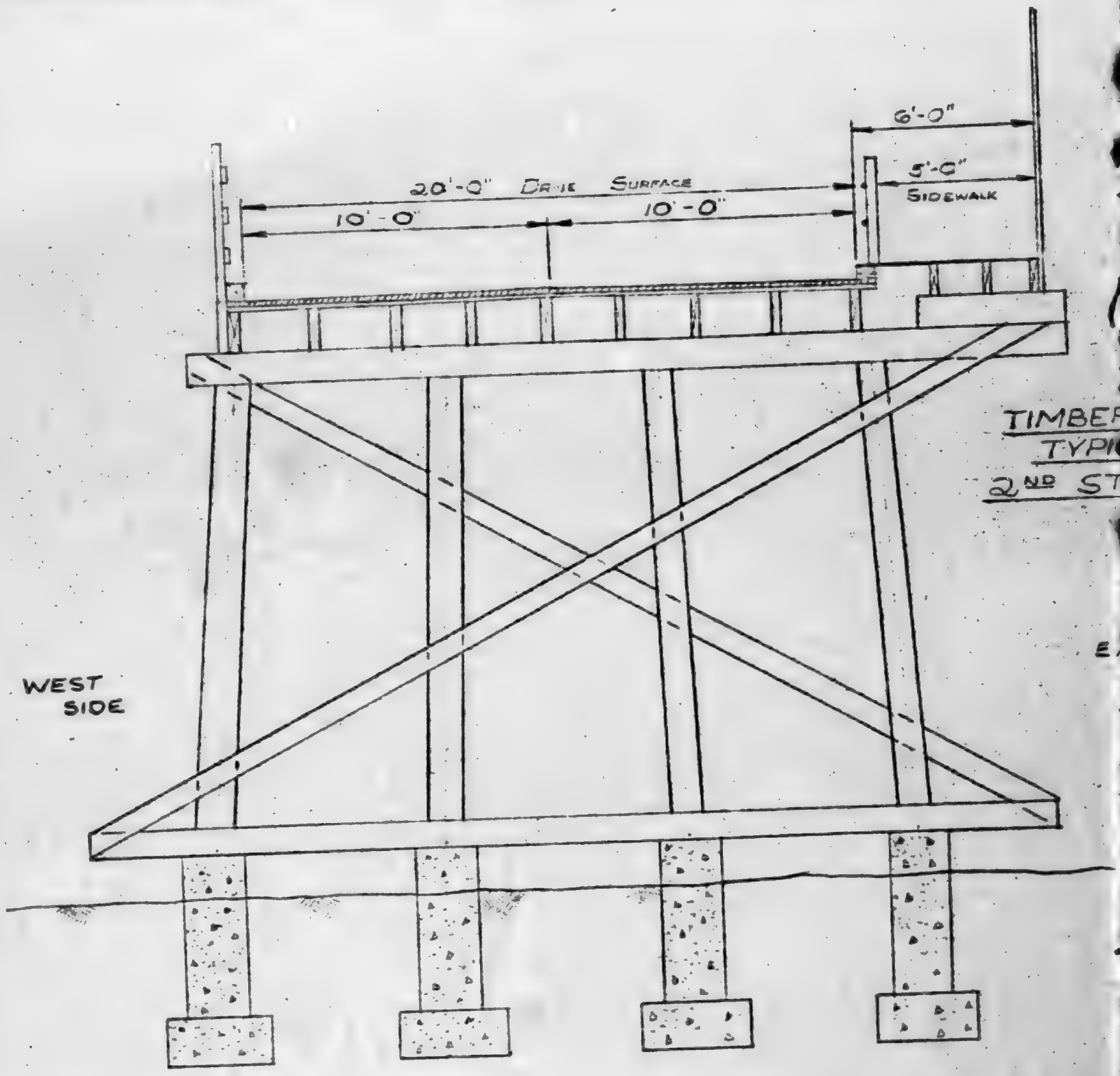
TYPICAL DECK SECTION

1/4" = 1'-0"

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS SPRINGFIELD, OREGON

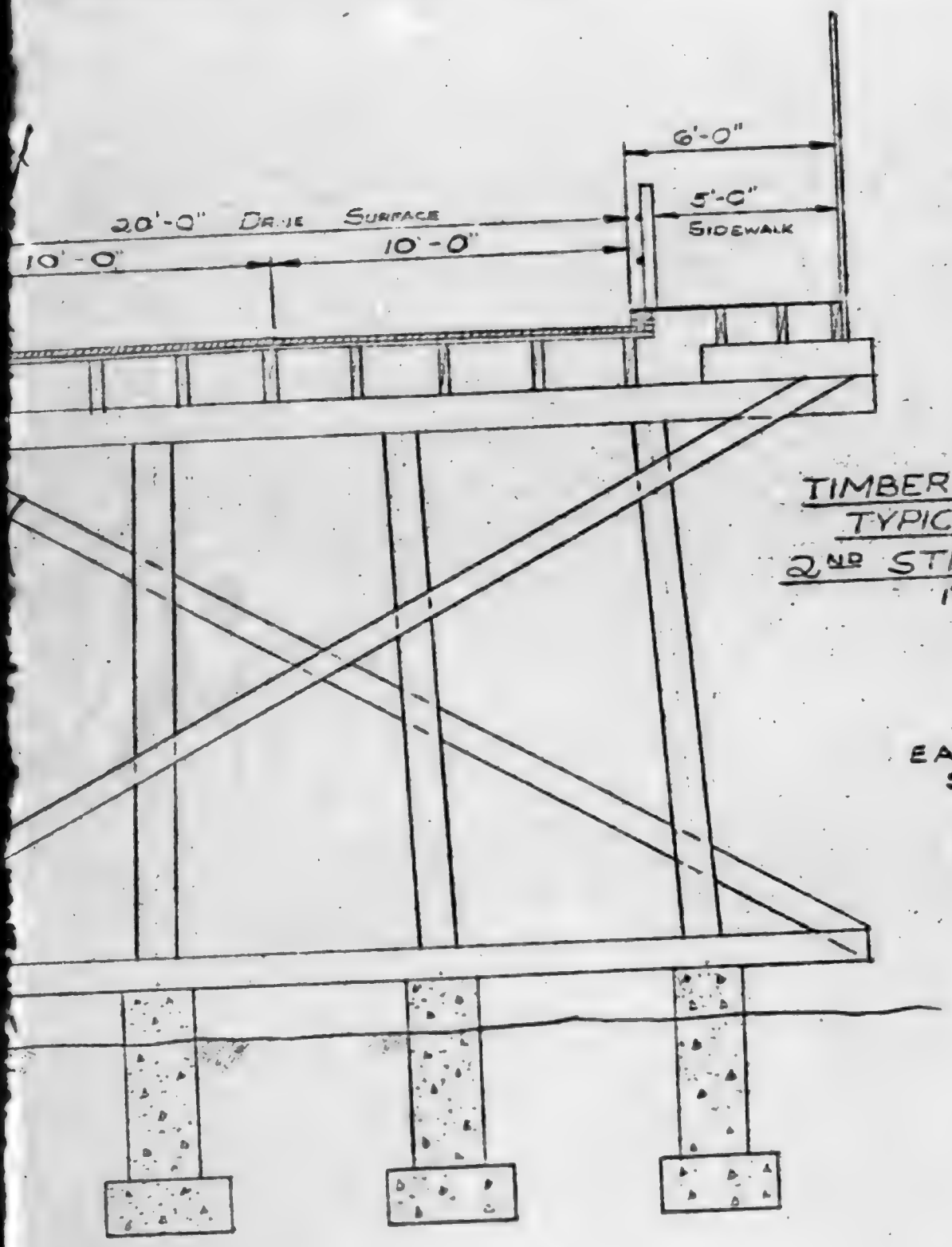
2nd STREET VIADUCT

for the City of La Grande



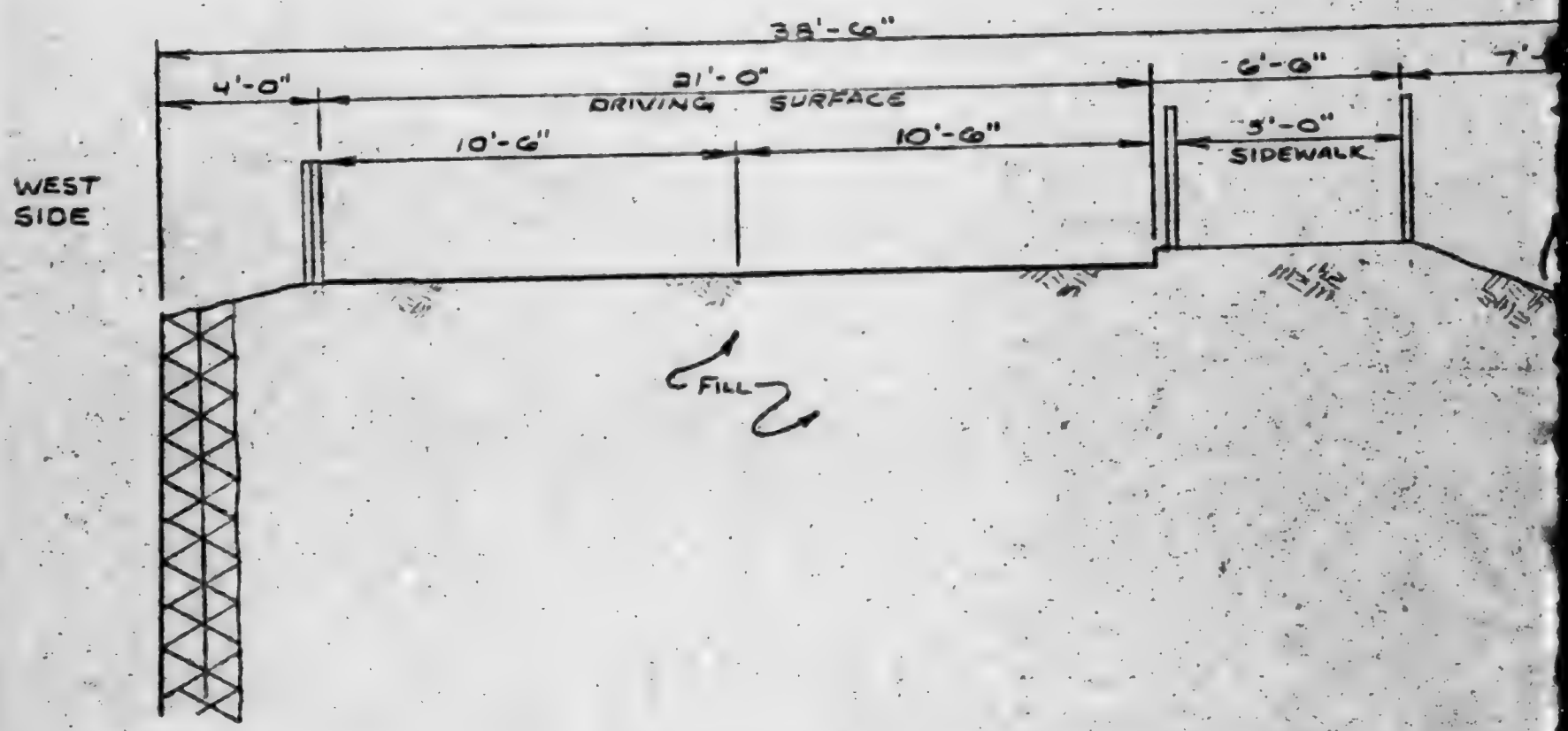
TIMBER
TYPI
2ND ST

E



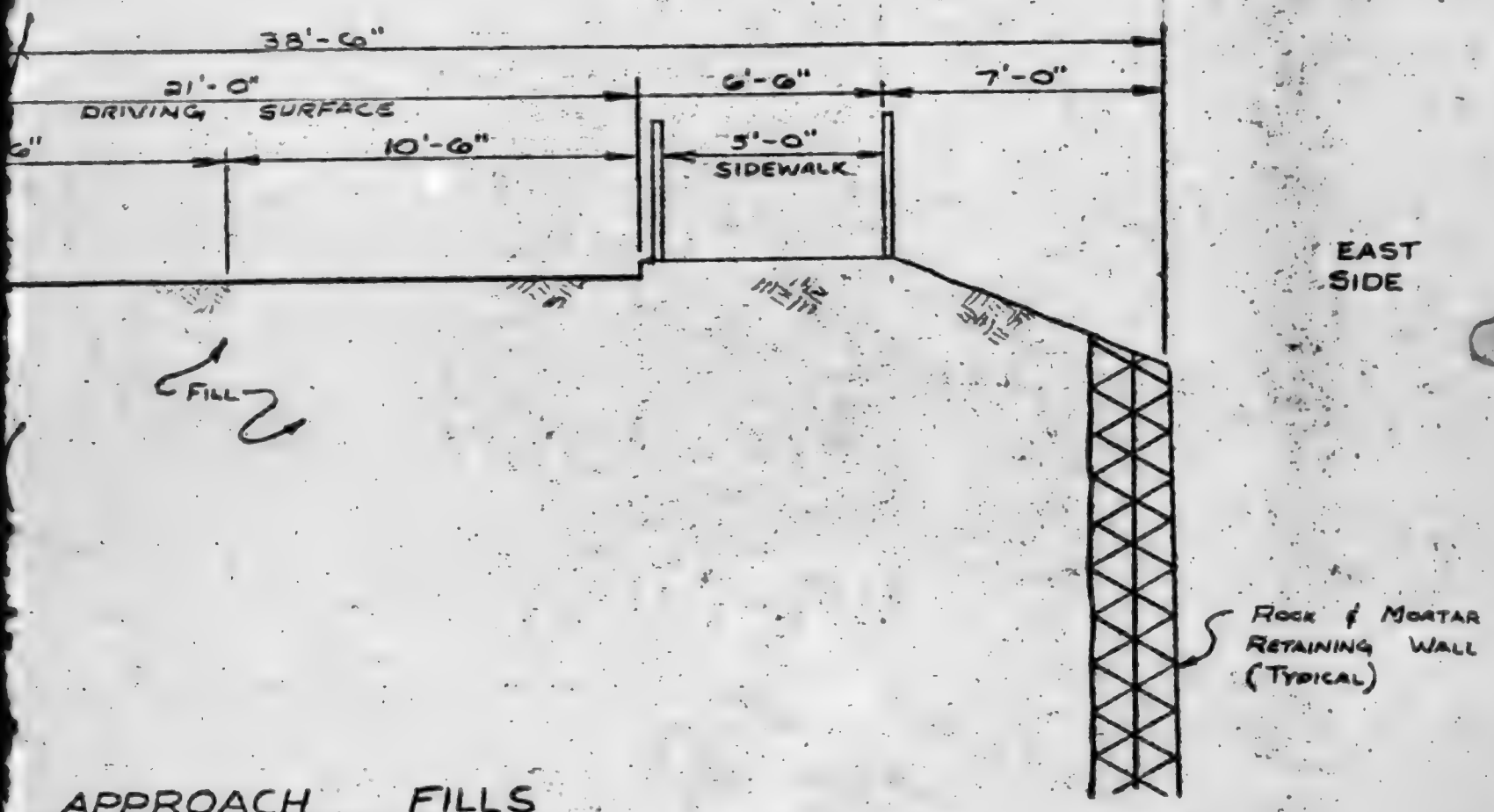
TIMBER APPROACH STRUCTURE
TYPICAL SECTION
2ND STREET VIADUCT
1" = 5'

EAST
SIDE



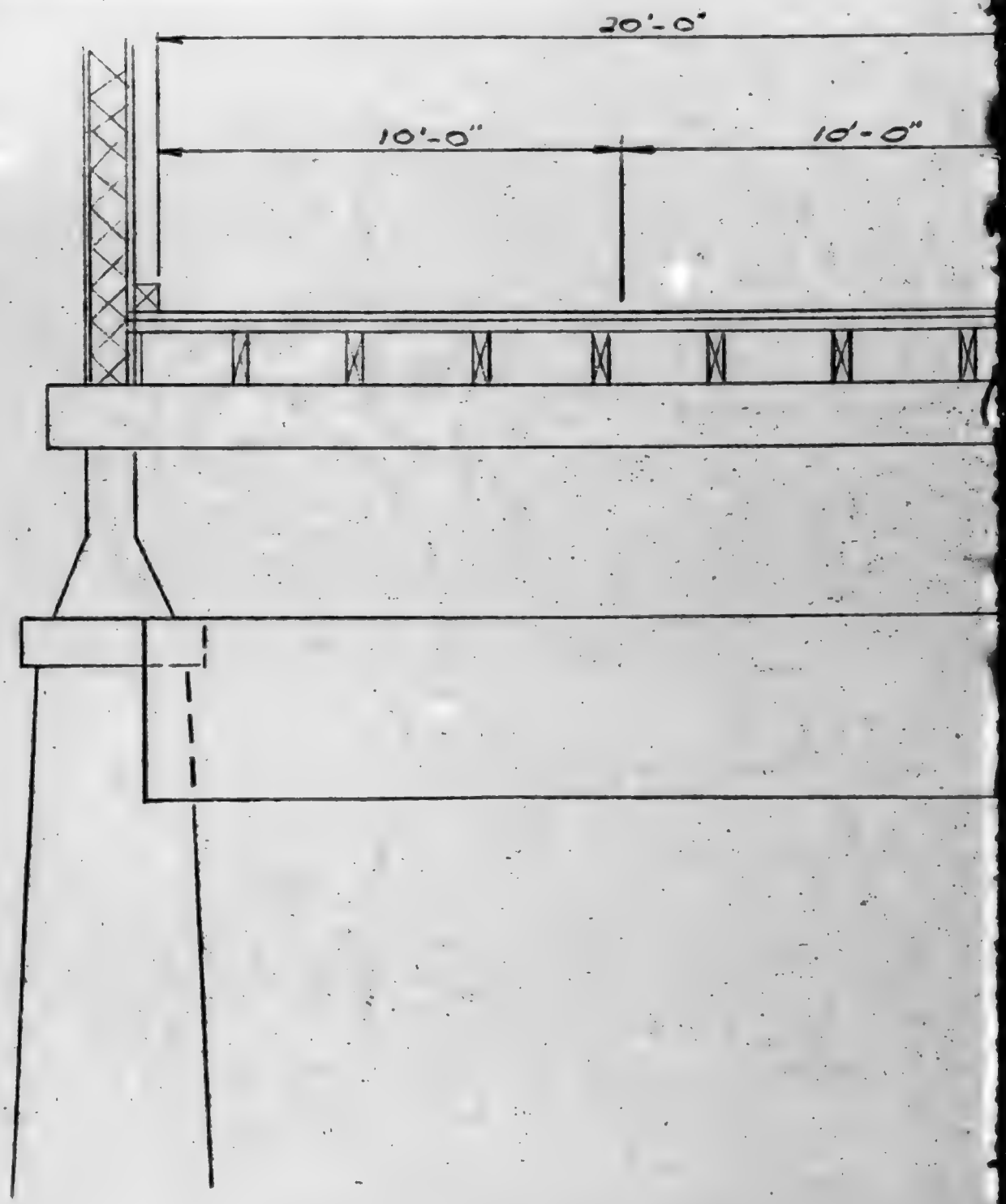
APPROACH FILLS
TYPICAL SECTION
2ND STREET VIADUCT

SCALE 1" = 5'

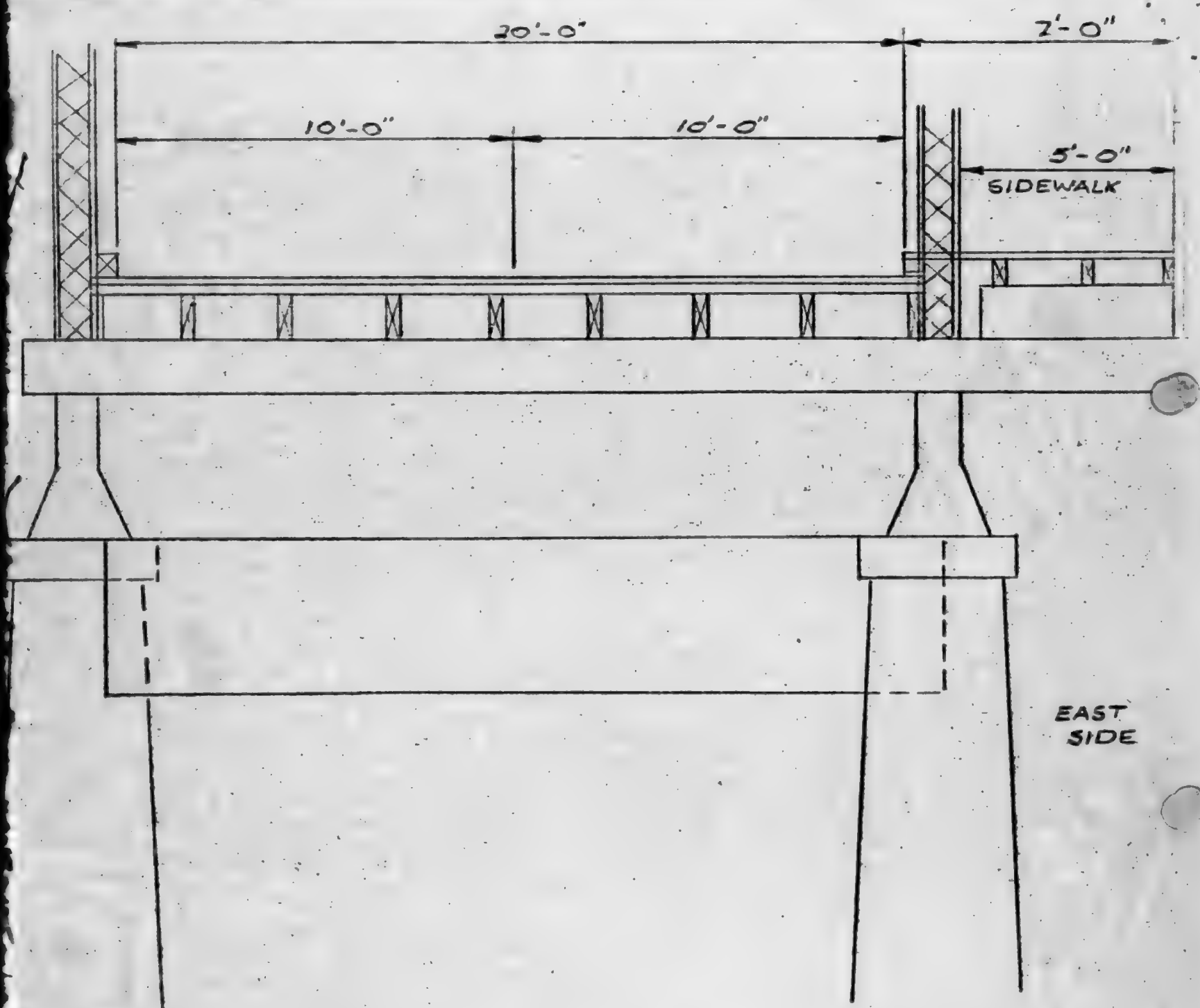


APPROACH FILLS
TYPICAL SECTION
42ND STREET VIADUCT

SCALE 1" = 5'



STEEL BRIDGE STRUCTURE
TYPICAL SECTION
2ND STREET VIADUCT
1" = 4'



STEEL BRIDGE STRUCTURE
TYPICAL SECTION
2ND STREET VIADUCT

1" = 4'

8275

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: December 14, 1976

FROM: G. N. Hopkins
Program Development Engineer

SUBJECT: SECOND AVENUE OVERCROSSING, UPRR
CITY OF LA GRANDE

A meeting was held the morning of December 7, 1976 (starting at 10 a.m.) in the small conference room to explore alternative methods for funding the design and construction of the Second Avenue Overcrossing of the UPRR in La Grande.

Those attending were:

E. S. Hunter	Oregon State Highway Division
George N. Hopkins	" " " "
Roger Lang	" " " "
Max Thompson	City of La Grande
Bill Hamilton	" " " "
John Moser	" " " "
Robert H. Davidson	" " " "
Tom Ogee	UPRR
Wally Palmateer	Oregon Bridge Engineering Company
Lou Pierce	" " " "

The subject was discussed in depth, and at the conclusion of the meeting it was determined that in order to expedite development of the project the City would apply to the State for a P.E. project. Mr. Hunter agreed to make SBRP funds available for the P.E. providing the City could arrange for the matching funds. Wally Palmateer estimated the remaining P.E. at $50,000. Based upon this estimated cost for P.E., the City's share would be $12,500. (SBRP funds are 75%-25%.)

The City and Oregon Bridge were furnished project application and consultant agreement forms.

I advised the City representatives that upon receipt of properly completed application and consultant agreement form, we would expedite their request and could get FHWA approval in approximately two weeks.

Mr. Hunter stated that if the P.E. could be completed by August, 1977, he could then request additional funds (redistributed funds) from FHWA to cover 75% of the construction cost.

The meeting adjourned at 11:30 a.m.

GNH:mm

cc: E. S. Hunter
L. W. Rulien
R. W. Ellison
J. H. Versteeg
W. E. Schwartz
D. E. Swan
R. H. Prange
R. C. Lang

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

81-123-1387

8775

E. S. Hunter
Deputy State Highway Engineer

December 6, 1976

G. N. Hopkins
Program Development Engineer

CHRONOLOGICAL RECAP OF EVENTS
RE SECOND STREET VIADUCT, UPRR
CITY OF LA GRANDE, UNION COUNTY

1916 — UPRR build first overcrossing and maintains structure over railroad right-of-way.

1962 — Plans for the West City Limits-4th Street (La Grande) Section of Old Oregon Trail included lengthening of Second Street Viaduct. We planned to rebuild or add on to the present timber structure in kind (timber).

April 17, 1962 — Public Hearing held on West City Limits-4th Street Section. Old Ore. Trail Hwy

Aug. 8, 1963
Memo by Merchant — Second Street Railroad Overcrossing Estimates
1 769' X 30' Structure = $744,000
1 384' X 30' Structure = $572,000

Oct. 7, 1964 — La Grande approved contract with CH2M to prepare P.U.C. map, preliminary design, and cost estimate for $2,000. 2nd Ave Str.

Dec. 17, 1965
Query to City — State agreed to put $60,000 into Second Street Viaduct (estimated amount to extend structure over our highway).

March 9, 1967 — City decided not to construct Second Street Structure. State may proceed with original plans.

March 9, 1971
Porter to City — Raised State's participation from $60,000 to $97,500. for New Str.

Mar. 31, 1971
Misener to Cox — County to put up $75,000 in Federal FAS funds. State to put up $97,500 + 20% FAS match. City to put up 20% FAS match. County intends to place Second Street on FAS System. '71 745 match 60-40 $287,500 + City Bonds

Sept. 15, 1971
Snyder to Porter — City accepts Second Street to Second Street Route. Forty-foot wide structure to cost $1,550,000.

May, 1972 — City votes down $675,000 bond issue.

Feb. 1, 1973
State-City — Agreement: UPRR to repair Second Street Bridge; State to contribute maximum $25,000.

Jan., 1974
City-Oregon Bridge — Agreement with Oregon Bridge to do engineering.

(more)

4

Dec. 12, 1974 Hunter to City; also Comm. Action Dec. 18, 1974	City informed that because Orodell-4th Street Section would not be built, State no longer obliged to fund Second Street Bridge.
Dec. 23, 1974 Green to Rullen	Approves La Grande Urban System with Second Street as Federal Aid Urban Route 4645.
Mar. 24, 1975 Rullen to Green	Lists the Second Street Bridge as an eligible S.B.R. project.
Oct. 16, 1975 Hunter	Approved project assessment. Category 3, Major Action; Negative Declaration required.
Sept. 24, 1976 City to Lang	Request Second Street Viaduct be funded as an S.B.R. project. Requested $1,307,000
Sept. 24, 1976 City to P.U.C.	Transmit P.U.C. Application and ask for $348,000 from State Grade Crossing Protection fund.
Oct. 6, 1976 P.U.C. to City	Commit $150,000 from State Grade Crossing Protection fund for Second Street Overpass. — $198,000
Oct. 7, 1976 Rullen to Coulter	Project estimate, $1,742,000; current S.B.R. balance (federal) $1,224,000; City needs $1,307,000 federal S.B.R. funds.
Nov. 15, 1976 Rullen to Coulter	Funding of Pulaskie Creek and Fat Elk Creek Bridges will leave $847,500 federal funds which equals $1,130,000 total construction funds. — $177,000

RHP:mm

— $375,000

SPECIAL BRIDGE REPLACEMENT PROGRAM

Summary of all Federal Funds received and project expenditures

Location	Project	Year Comp.	Cost Fed. Funds	Total
CITY PROJECTS				
Silverton	Silver Cr. (Maint.)	1974	$ 143,416	$ 194,895
Lake Oswego	Oswego Creek	1976	234,738	314,463
Subtotal	2 Projects		$ 378,154	$ 509,358
COUNTY PROJECTS				
Wallowa Co.	Bear Creek	1975	$ 71,690	$ 95,723
Deschutes Co.	Little Deschutes River	1974	89,300	119,229
Washington Co.	Tualatin River	1974	393,830	525,748
Washington Co.	Prickett Creek	1974	14,672	19,965
Lane County	Woahink Lake Brs.	1974	441,061	589,373
Subtotal	5 Projects		$1,010,553	$1,350,038
STATE PROJECTS				
Kings Valley Hwy.	Ritner Creek	1976	$ 204,498	$ 272,665
Wallowa Lake Hwy.	Grande Ronde River	1976	585,750	781,000
Albany-Jct. City Hwy.	Willamette River (Harrisburg)	1976	1,146,400	1,528,655
Albany-Lyons Hwy.	Sanderson Bridge	1974	1,020,234	1,363,017
Succor Creek Hwy.	Snake River (Adrian)	1973	531,561	716,180
Subtotal	5 Projects		$3,488,443	$4,661,517
GRAND TOTAL	12 Projects		$4,877,150	$6,520,913
Total Apportionments to Date			$6,101,205	
Unobligated Apportionments - SBR Funds			$1,224,055	

VB:dpy

12/3/76

DRAFT
GNH:sch
11/15/76

8795

La Grande
2nd St Viaduct

TO: H. S. Coulter
State Highway Engineer

FROM: L. W. Rulien
Program Management Engineer

RE: Special Bridge Replacement
Second Street Viaduct
City of LaGrande

Our memo of October 7 outlined the request from the City of LaGrande for the Second Street Viaduct project.

Pulaski Creek and Fat Elk Creek structures are both State projects eligible for SBRP funds, and are included in the Six-Year Construction Program for fiscal year 1977. The estimated cost of these two structures is currently $502,000 $376,500 of this amount which could be financed with SBRP funds. Our current balance of SBRP funds is $1,224,000. Funding Pulaski Creek and Fat Elk Creek structures from this program would leave a balance of $837,500, which could be used as partial funding on the Second Street Viaduct. When local match is added to the $847,500, it becomes $1,130,000 available for construction.

If you concur with this approach, we could proceed to notify the city that the $847,500 in federal funds would be made available to them contingent upon their putting the program together by July 1, 1977. Their failure to obligate the funds by that date would leave the Highway Division three months in which to obligate the funds in order to prevent them from being withdrawn by FHWA.

cc: W. E. Schwartz, Region 5

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

La Grande
SBRP
2nd St Viaduct

Federal funding sought for Second Street Viaduct

By DAVE STAVE
Observer Staff Writer

The City of La Grande is in a holding pattern these days as it awaits word on possible federal funding for a new Second Street viaduct.

The city is waiting to see if it will get a piece of the pie in Special Bridge Replacement program funds that have been allocated to Oregon by the Federal Highway Administration.

Ed Hunter, deputy state highway engineer in Salem, told The Observer the State Highway Division has not yet decided if La Grande's project will receive all or part of the $1,141,363 now available.

Although La Grande's antique viaduct is a high priority on the state's bridge replacement list, there are other bridges in Oregon that also need funding, he said.

"The decision could be made in two or three weeks," Hunter added.

A new Second Street viaduct is expected to cost over $1.9 million. The Special Bridge Replacement funds would be used to pay up to 75 per cent of the cost, with the balance coming from local sources.

City Engineer Bill Hamilton reports the city is holding back its application for federal public works funds, pending Salem's decision on how much (if any) funding La Grande's viaduct will receive. The deadline for submitting public works grant applications is two weeks.

The city council has authorized the staff to apply for the public works funding to pay for the local share of the Special Bridge replacement grant, but Hamilton added, it's difficult to apply for the public works funds until the city learns exactly how much the local share will be.

If La Grande does make application for part of the $29 million in public works monies available for Oregon, the city will be competing with many other cities and counties that already have submitted applications.

The Economic Development Administration office in Portland said, as of Nov. 15, a total of 489 applications have been submitted in Oregon for projects totaling $407.5 million. Included in these applications is a Union County request for $2.9 million for a new courthouse.

Hamilton said the city staff will have to make a decision in the next few days if the city is going to apply for the public works funding.

"No (public works) applications have been submitted," Hamilton said. "We will have to decide shortly."

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
11-29
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

fiscal year or period to those States which have significantly reduced the actual number of traffic fatalities during the calendar year.

It also amends subsection (j) to make it clear that the funding limitation of 25 percent of each State's apportionment is to be applied individually to each of the three types of grants authorized by section 402(j); that Federal funds are obligated upon award of such funds to a State; that contract authority is provided with respect to such funds; that the funds are not apportioned among the States; and that no project or program approval is required for the sums awarded.

SECTION 205. SCHOOL BUS DRIVER TRAINING

This section amends section 406 of title 23 U.S.C. to make technical and clarifying amendments. Funds for this program of not less than $7 million for each of the fiscal years 1977 and 1978 are to come from those authorized to carry out section 402 of title 23 of the United States Code.

SECTION 206. TRANSFERABILITY

This section amends subsection (g) of section 104 of title 23 to authorize the transfer of up to 40 percent (instead of the existing 30 percent) of the funds apportioned in any fiscal year to a State in accordance with sections 144 (special bridge replacement program), 152 (projects for high hazard locations), and 153 (program for the elimination of roadside obstacles) of title 23, and section 203 of the Highway Safety Act of 1973 (rail-highway crossing) to the apportionment of

Nov. '76
Reg 5 thinks we ought to have a look see as to transfer of $ for the construction money short on these leading Traffic Sect. would have to determine Geo. Hoppaugh says not now Jim H

any other such section if requested by the State highway department and approved by the Secretary as being in the public interest.

This section would also authorize the Secretary to approve the transfer of up to 100 percent of the apportionment under one such section to the apportionment of any other such sections if, in addition to the transfer being requested by the State highway department and approved by the Secretary as being in the public interest, the Secretary has received satisfactory assurances from the State that the purposes of the programs from which such funds are to be transferred have been met. Such assurances would no longer be necessary in order to approve transfers of up to 40 percent of any such apportionment. In addition, section 104(g) is amended to provide that Highway Trust Fund money may not be transferred to any program for which general fund money is available and vice versa. Also funds apportioned under section 203(d) (rail-highway crossings) of the Highway Safety Act of 1973 to carry out projects for which funds are authorized in section 203(c) of such Act which cannot be used for such projects may be transferred for use pursuant to section 219 (safer off-system roads) of title 23, United States Code.

8775

Engineer

COPY TO ORE. BR. CO. FOR INFO. W.A.H.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

November 17, 1976

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 5978
PORTLAND, OREGON 97208

D 315-2-113

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ RDE ☐

NOV 19 1976

NOV 30 1976

RECEIVED
REGIONAL OFFICE

Mr. Max C. Thompson
City Manager
City of La Grande
P. O. Box 670
La Grande, Oregon 97850

Dear Mr. Thompson:

Please refer to your letter of October 13 regarding the 26-ft. vertical clearance required for the Second Street viaduct over our tracks in the City of La Grande.

As you were previously advised in my letter of September 16, 1975 we do require a 26-ft. vertical clearance on the main line because of the potential for electrification. We must adhere to this in this respect in all instances.

The imposition of another oil embargo as in 1973 and 1974 could result in severe impairment of the Union Pacific's and other modes of transportation operating capacity. However, electrical energy is a viable alternate to our company particularly as the source of such energy can be generated from coal reserves adjacent to our main lines.

In view of this situation, it is extremely important that we provide for future electrification.

R-206

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby

PROJECT ENHANCEMENT
DEC -2 '76

Re 2nd St. Viaduct
La Grande

by L. W. Sulens
George Hopkins
W. F. Hart

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 2 - 1976
COUNTY
CITY
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Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
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Other

Info | Investigate | R/D | Action | File | Letter | See me

8795

8

JERAL FILES

Mr. H. S. Coulter
State Highway Engineer

November 16, 1976

L. W. Rulien
Program Management Engineer

Special Bridge Replacement
Second Street Viaduct
City of LaGrande

NOTED
E. S. HUNTER

Our memo of October 7 outlined the request from the City of LaGrande for the Second Street Viaduct project.

Pulaski Creek and Fat Elk Creek structures are both State projects eligible for SBRP funds, and are included in the Six-Year Construction Program for fiscal year 1977. The estimated cost of these two structures is currently $502,000. $376,500 of this amount could be financed with SBRP funds. Our current balance of SBRP funds is $1,224,000. Funding Pulaski Creek and Fat Elk Creek structures from this program would leave a balance of $837,500, which could be used as partial funding on the Second Street Viaduct. When local match is added to the $847,500, it becomes $1,130,000 available for construction.

If you concur with this approach, we could proceed to notify the city that the $847,500 in federal funds would be made available to them contingent upon their putting the program together by July 1, 1977. Their failure to obligate the funds by that date would leave the Highway Division three months in which to obligate the funds in order to prevent them from being withdrawn by FHWA.

LWR/GNH:sch

cc: W. E. Schwartz, Region 5

8795

Form R-301 SP-73111-886

10-18-376

8

Before the Public Utility Commissioner of Oregon

In the matter of the application of the City of La Grande, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard Tracks, in La Grande, Union County, Oregon.

File No. SXF 879

Notice OF APPLICATION

SALEM, OREGON

October 15, 1976

RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Mail	File

To: W. E. Schwartz, Regional Engineer
Oregon State Highway Division
Region 5
2111 Adams Avenue
La Grande, OR 97850

NOTED
H.S.COULTER

The City of La Grande has filed an application with the Public Utility Commissioner of Oregon, a copy of which is served upon you and is made a part hereof, and which the Commissioner will proceed to investigate and determine as provided by law. All pleadings shall be served by the parties in this proceeding or by his attorney of record within 20 days from the date of services hereof. The original together with three copies must be filed with this office and a certificate be attached thereto indicating that all other parties to the proceeding have been served with a copy pursuant to OAR 860-13-065(2).

If no objections are to be entered, please notify the Commissioner in writing to that effect within 30 days from the date of service hereof, sending ORIGINAL and 3 copies of letter.

If necessary, this matter will be set for formal hearing, notice of time and place thereof will be given you, and you will be entitled to be present and be heard and to have process to enforce the attendance of witnesses.

Kindly accept service of this notice and acknowledge receipt of copy of document on duplicate pink copy hereof which is enclosed, returning same to this office for our files.

Respectfully,

PUBLIC UTILITY COMMISSIONER
OF OREGON

Service of the foregoing notice is hereby accepted and a copy of said document received at La Grande, Oregon, this 18th day of October, 1976.

Warren E. Schwartz

Regional Engineer

PLEASE DATE, SIGN AND MAIL

To the Public Utility Commissioner
of Oregon
Salem, Oregon 97310

R. R. Div.

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378- 6351

October 15, 1976

File: SXF 879

Mr. Max C. Thompson, City Manager
City of La Grande
P. O. Box 670
La Grande, OR 97850

Dear Mr. Thompson:

In the matter of the application of the City of La Grande, Oregon, for the authority, pursuant to ORS 763.030, to alter a separated crossing of 2nd Street and Union Pacific Railroad Company, Main Line and Yard tracks, in La Grande, Union County, Oregon.

Application has been received in behalf of the City of La Grande in the above-cited matter. Copies have, this date, been served upon the following parties of interest, and parties given 30 days to respond:

Randall B. Kester, Gen. Solicitor
Union Pacific Railroad Company
P. O. Box 4265
Portland, OR 97208

L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
P. O. Box 8979
Portland, OR 97208

J. E. Chidsey, P. E.
Railroad & Utility Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Union County
Judge E. C. Misener, County Judge
County Courthouse
La Grande, OR 97850

Jack L. Sollis
Assistant Attorney General
211 State Highway Bldg.
Salem, OR 97310

W. E. Schwartz, Regional Engineer
Oregon State Highway Division
Region 5
2111 Adams Avenue
La Grande, OR 97850

A copy of the application was sent to John Beck, Administrator, Blue Mountain Council of Governments, Union County Courthouse, La Grande, Oregon 97850 for informational purposes.

Yours very truly,

David J. Astle
Assistant Commissioner
Rail-Air Program

DJA:br
cc: All Parties of Interest

... commissioner ... "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and ... he shall make use of the jurisdiction ... to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service ...

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

September 24, 1976

Public Utility Commissioner
of Oregon
Labor and Industries Bldg.
Salem, Oregon 97310

ATTENTION: David V. Astle, Administrator
Railroad Division

SUBJECT: City Of La Grande Application to Construct 2nd Street Viaduct Crossing

Gentlemen:

Attached is the subject application to remove the existing 2nd Street separated crossing over the Union Pacific Railroad tracks and construct a new separated crossing at the same location.

Several possibilities for funding exist. The one shown in the application depends mainly on the availability and final allotment of funds by the Federal Government and State of Oregon. Lack of full participation as shown in the application will determine the fiscal deficiency which possibly could be recovered through the Public Works Capital Development and Investment Program. The L.P.W. Program application deadline may be as early as November 1, so the early consideration of this P.U.C. application might give us a chance in the L.P.W. Program.

Any help you can give us in expediting this matter will be appreciated.

Sincerely,

Max C. Thompson

Max C. Thompson
City Manager

MCT/tw
attachments

PUC Docket No. SXF _____

PUC Crossing No. 2A-289-80-A

DOT-AAR Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of City of La Grande, Oregon
(name of applicant)

for the authority, pursuant to ORS 763. 030 ~~& 040 as applicable~~ (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of 2nd Street (name of street or highway)

and the Union Pacific Railroad; Main Line and Yard Tracks) (name of railroad company)

~~La Grande-Portland Main Line & Switching Tracks~~ (name of railroad main or branch line or other trackage),

in (in/near) La Grande (name of city/town/rail station), Union (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

[X] State grade crossing protection fund.
Estimate of dollar cost to fund: $ 348,000 (20%)

[ ] Federal-Aid Highway System funds.*

[X] Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
$1,307,000 (75%)
1976 Act - Special Bridge Replacement Program

[X] None of above. City/County $43,600 (2.5%) UPRR $43,600 (2.5%)

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) X Other (please specify) Replace Old Separated Crossing Structure with a New Separated Crossing Structure at the same location.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: City of La Grande

   Address: P.O. Box 670, La Grande OR 97850

2. Statutory authority under which this application is made:

   ORS 763.030 & 763.040
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 289.75

   City La Grande

   Nearest railroad station La Grande

   County Union

   The proposed project is to be in the SE 1/4 of the NE 1/4 of Section 6, Township 3S, Range 38 E, W. M.

4. Name of public highway involved in this project:

   2nd Street

   Name of public authority with jurisdiction over this highway:

   City of La Grande

5. Name of railroad involved in this project: UPRR

   La Grande-Portland Main Line & Switching Tracks
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific Railroad, L.A. Kirkeby, Supt.

   b. City of La Grande, M.C. Thompson, Manager

   c. Union County, E.C. Misener, County Judge

   d. Oregon State Highway Division, W.E. Schwartz, Regional Engr.

   e. Blue Mountain Council of Governments, John Beck, Admin.

   f. Oregon State Department of Transportation

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Remove existing separated crossing structure. Construct new separated crossing structure at same location. ±500' earth fill approach south and north ends. ±500' steel bridge structure over UPRR tracks. 32' Roadway, 5' sidewalk, concrete deck, steel box girders, Hs20-44 loading design

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? Present structure was constructed in 1916, is deficient in design, and has seriously deteriorated. Only crossing serving north side of town directly. Present ADT (24 hr) is about 3700, 15% of total crossings, and is our 3rd most used crossing (underpass -1; Fir - 2).

9. Is the crossing involved (to be) a separated crossing? Yes

---

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____

If no, why not? _____

_____

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: _____

_____

_____

_____

_____

(2) Angle of intersection--- _____ o ( ) _____ o

If more than one track-highway angle exists, please give details below, track by track:

_____

_____

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

_____

_____

_____

(4) Nearest switch---	At present:	After completion:
_____ (N or E) of crossing:	_____ ft	_____ ft
_____ (S or W) of crossing:	_____ ft	_____ ft

(5) Rail through crossing---	At present:	After completion:
Weight of rail (lbs/yard):	_____	_____
Year installed:	_____	
Year manufactured:	_____	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: _____

_____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 3700 ; After completion: 4000 ;

Expected 5 years after completion: 4400 .

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph

(3) Direction of traffic flow: _____ _____
(N & S, etc.)

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	22	22
Switching movements:	40	40
Passenger trains:	0	Amtrac

(2) Speed of trains---

Maximum allowable:	_____mph	_____mph
Typical:	_____mph	_____mph
Slowest normal:	_____mph	_____mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ approach: (N or E)	_____ft to right; _____ft to left
_____ approach: (S or W)	_____ft to right; _____ft to left
(2) From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ approach: (N or E)	_____ft to right; _____ft to left
_____ approach: (S or W)	_____ft to right; _____ft to left

If these sight distances will be changed on completion of the project, please explain below:

_____

_____

_____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? NA (yes/no)

If no, please give reasons why attenuators are not necessary:

NA

_____

_____

21. Who will construct the structure?

a. City of La Grande - Competitive Bidding, using

b. Oregon Bridge Engineering Co. as Consultant

22. Who will pay for such construction?

Name of Party	Percent of Cost
Federal Grant	75%
State of Oregon	20%
City/County (2.5%) UPRR (2.5%)	5%

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City

b. All highway appurtenances: City

c. Above the bottom of the beams plus the beam-bearing assemblies:

City

d. Railroad tracks, railroad drainage and all railroad facilities:

UPRR

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City

b. All highway appurtenances: City

c. Above the bottom of the beams plus the beam-bearing assemblies:

City

d. Railroad tracks, railroad drainage and all railroad facilities:

UPRR

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? City

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): During removal of existing structure, and during construction of new Pier #3, and during erection of new pre-fabricated steel box girders.

27. Is a temporary crossing at grade necessary during the construction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: NA.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) NA

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuitry is involved in the use of each of the two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: _____

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: None within 2,640 feet. Nearest is Fir @ 2,840 Feet.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings needed.

41. Other items of construction and cost distribution:

Union County has expressed interest in participating in cost/construction of fill approaches. Preliminary design is about 95% completed. Corridor hearing complete. Orodell r/w is being disposed of by OSHD - can shorten bridge structure as a result.

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 4,5,8,9,10,11

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at La Grande, Oregon, this 24 day of September; 19 76.

CITY OF LA GRANDE

By: Max C. Thompson
(Applicant) City Manager

Robert G. Petersen
(Attorney)
Robert A. Petersen

I, Max C. Thompson, City Manager, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

Max C. Thompson
Max C. Thompson

STATE OF OREGON)
County of Union) ss.

Subscribed and sworn to before me this 25th day of September, 1976.

F. Maxine Cook
(Notary Public for Oregon)

My Commission Expires: 1/27/78

Form AX-1/75
Signature Page

8775

La Grande
2nd St Viaduct

Mr. H. S. Coulter
State Highway Engineer

October 7, 1976

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Program Management Engineer

Special Bridge Replacement
Second Street Viaduct
City of La Grande

Attached is a copy of a letter-request from the City of La Grande for Special Bridge Replacement Funds for construction of the Second Street Viaduct. Also attached is a copy of the city's application to the Public Utility Commissioner for additional financial assistance from the State Grade Crossing Protection Fund.

You will recall that this a long-standing priority of the City of La Grande and it has long been on the SBRP eligible listing.

The Region, in cooperation with the city and others, has developed a flow chart (copy attached) for the development of this project. This flow chart indicates a probable bid letting of August 1977.

In your review of this request please consider the FHWA requirements that state in part: "****Bridge replacement funds allocated to a state that are unobligated at the end of fiscal year 1977 may be withdrawn permanently for redistribution."

If you consider in favor of the city we should, for protection of the funds, have other projects on the shelf ready to obligate funds in case the city is unable to meet their proposed schedule.

The total estimated cost of the project is $1,742,200. Our current balance of SBRP funds is $1,224,000 (federal funds), and the city's request is for $1,307,000 (federal funds).

Please advise us whether or not you desire to honor the city's request for SBRP funds.

LWR/GNH:sch

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

La Grande
2nd St Viaduct

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 29, 1976

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Second Street Viaduct
City of La Grande
Special Bridge Replacement

TO: R. H. Prange
Local Projects' Manager

S A L E M

Attached is a copy of a letter received from Max Thompson requesting funding of the Second Street Viaduct (UPRR) Section under the Special Bridge Replacement Program provided for in the 1970 Federal Highway Act and continued in the 1976 Act.

A stipulation of the Act is the funds must be applied for by each state and approved by the Federal Highway Administration on an individual basis.

I have been advised verbally of the No. 1 listing of the project under the program, but I have no record of the project being specifically requested.

Mr. Thompson's letter explains the current status of the project. The City Council has given top priority to the project.

Please take the necessary steps to advance the project towards funding under the program.

RCL/dlm
Attachments

cc: Max Thompson
L. W. Rulien
R. W. Ellison
Bob Orr, UPRR
John Wood

RECEIVED
COUNTY & CITY SECTION
SEP 30 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

8795

SBR Proj La Grande

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-

October 6, 1976

RECEIVED OCT 8 1976 REGIONAL OFFICE

Mr. Max C. Thompson
City Manager
City of La Grande
P. O. Box 670
La Grande, OR 97850

Re: 2A-289.8-A, 2nd Street Overcrossing, La Grande

Dear Mr. Thompson:

We are in receipt of your application to reconstruct the 2nd Street overpass. We note that the estimated cost of the project is approximately $1,750,000, and that you propose that this cost be allocated 75% to the federal government, 20% to the state grade crossing protection account, 2½% to the City and County, and 2½% to the railroad. In your cover letter of September 24, you request early consideration of this application so that any funding deficiencies can be worked out as soon as possible.

We cannot approve participation from the state grade crossing account to the extent proposed in your application. We can commit $150,000 toward this project and are letting you know this now so that arrangements to secure the necessary additional funds from other sources can be made without further delay.

10-11-76
Send cc & Sacia
Jack what are the implications of this last paragraph
Geo Hopkins

Your application will be docketed and served upon all parties of interest. It will be processed as expeditiously as possible, once the sources of funding have been clearly identified and all parties involved have expressed agreement. If voluntary agreement as to funding for the project is not possible, the matter can be set for hearing, probably consolidated with the hearing in SXF 863, the PUC investigation into all main line crossings in La Grande. Costs for the project would then be allocated within the guidelines established by ORS 763.280 and 763.290.

Yours very truly,

David J. Astle
Assistant Commissioner
Rail-Air-Marine Program

PROJECT MANAGEMENT
OCT 11 76
Investigate | W-D | Action | File | Letter | See me

DJA:bjm

cc: Charles Davis
All Parties
by George Hopkins

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE

"... commissioner ... shall represent the customers of any public utility ... and shall make use of the jurisdiction ... and power of the commission to protect such customers, and the public generally, from unjust ... and to obtain for them adequate service ... and reasonable rates."

8795

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 6, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

S A L E M

SUBJECT: Proposed Project
UPRR O'xing (2nd St.) Bridge
Section
City of La Grande
Special Bridge Replacement Program

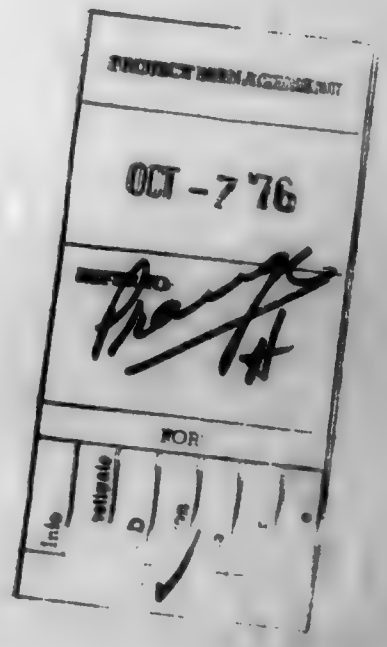
Attached is a copy of a flow chart showing the anticipated items necessary to advance the above project to contract letting. The chart has been developed in co-operation with the individual agencies and Highway Division Sections who are involved and reflects our best estimate at this time.

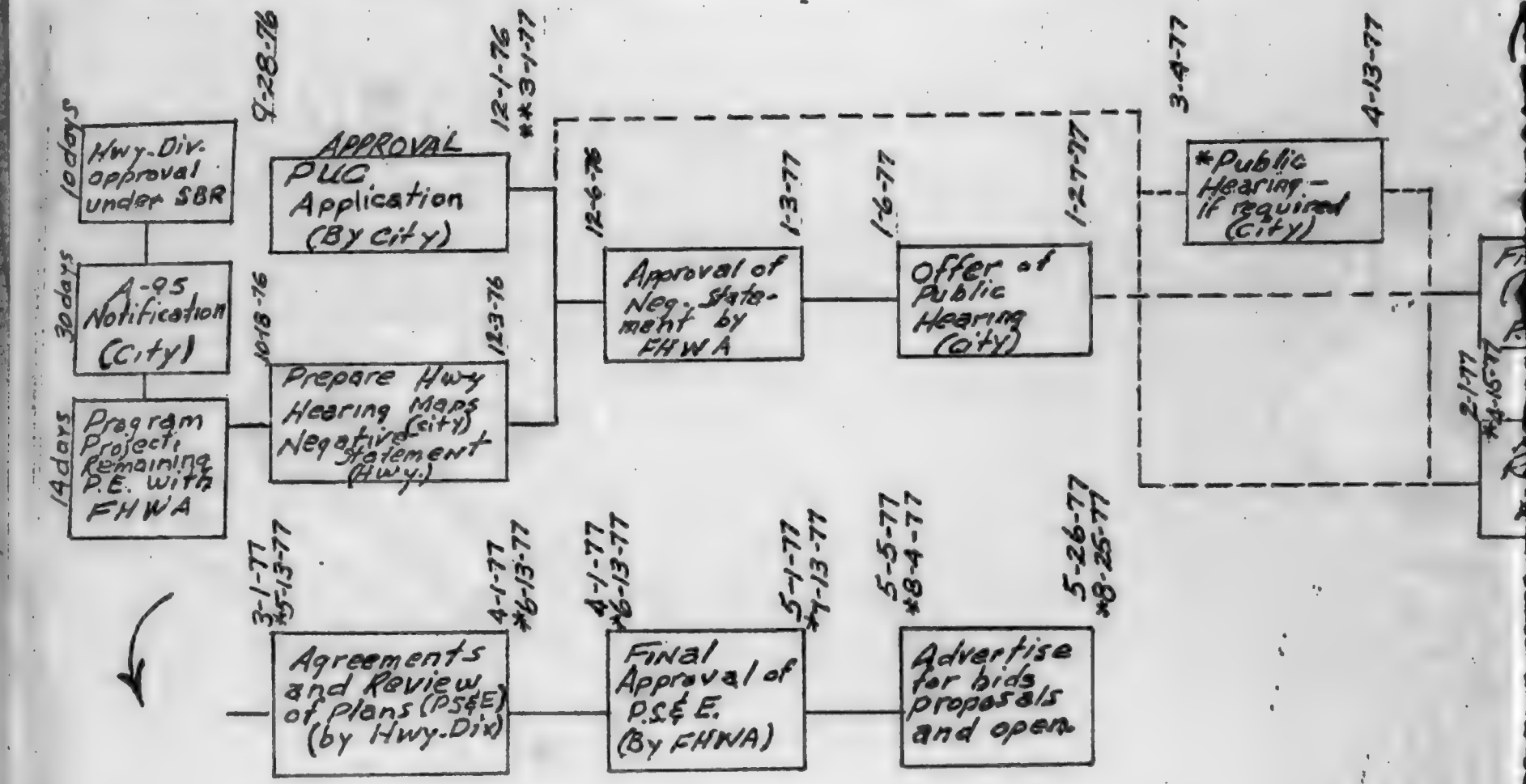
Region V recognizes the need to replace this structure and gives full support to the City's request for funding under the Special Bridge Replacement Program.

Your approval is recommended.

RCL/dlm
Attachment

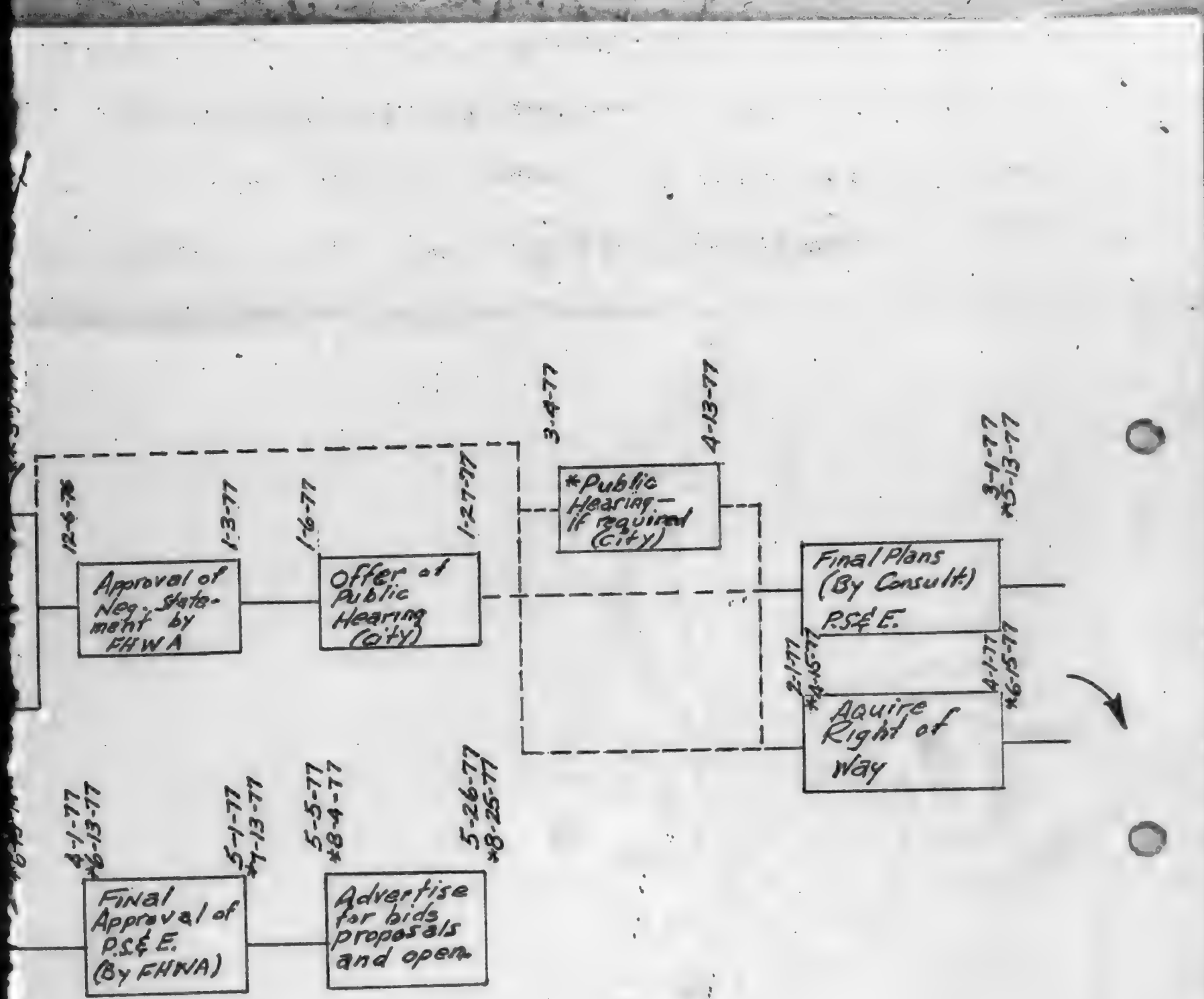
cc: Max Thompson
William Hamilton
W. J. Hart
F. E. Terpin
Gary Potter
Verne Allen
Harlin Gerlach
Don Still, PUC





Anticipated flow chart of events
Required to advance UPRR Oxing (2nd St.) Br Sec.

Note - Ea
Wi
Nex



icipated flow chart of events
uired to advance UPRR O'xing (2nd St.) Br Sec.

*If Public Hearing is req.
**If PUC Hearing is req.

Note - Early completion of any step will implement Early start of Next step.

8795

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 27, 1976

NOTED
E. S. HUNTER

Mr. V. H. Buell
Buell's Welding
1511 "R" Avenue
La Grande, Oregon 97850

Dear Mr. Buell:

525-H

Second Avenue, Fir, Greenwood, Cherry, and Willow Streets in La Grande are not on the State Highway system. We therefore have no operational jurisdiction over them or decisions made regarding them. They all are, however, part of the recently established Federal Aid Urban System. From this standpoint, we are interested in these streets and will want to give input to any decisions that are made regarding possible railroad grade crossing closures.

I believe you have been misinformed about the Second Avenue Overpass--street closure relationship. It is my understanding that there is no relationship between a possible railroad contribution to a Second Avenue Overpass and possible street closures at the railroad grade crossings. I believe these matters are subject to hearings before the Oregon Public Utilities Commissioner and hearings have not been scheduled at this time. I am certain that the public will have an opportunity to be heard before any decisions are made. Either the City of La Grande or the PUC Commissioner could provide you with more, and possibly better, information on this subject.

copy = 1761

The subject of the traffic signal at the intersection of Ore. 82 and Monroe Street in La Grande is something that we really know about. This signal is a temporary installation, installed to control the detour traffic while "Old Leaky" is under construction. The signal belongs to the contractor and will be removed by him when the contract is completed.

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

It is the opinion of the State Highway Division that there will not be enough cross traffic from Monroe or Cherry to warrant a permanent traffic signal. If our opinion proves to be wrong and a problem develops, you can be sure that this location will receive every consideration for a permanent signal.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc City of La Grande w/att.
E. S. Hunter "
H. S. Coulter "
C. T. Keasey "
J. A. Schlieski "

Buell's Welding
1511 R Ave.
LaGrande, Oregon 97850

Union Pacific Railroad.

Public Utilities Commision.

Highway Planning Commision

LaGrande City Council.

RE RCE RRE
ROE
RDE
JAN 26 1976
RECEIVED
REGIONAL OFFICE

Dear Sir,

We under stand by one of the Union Pacific Railroad employee's that if the railroad puts any money into the Second Street overpass that the railroad is planning to close Fir,Greenwood,Chewry,and Willow Street crossings.We have also heard this from one of the State employees who is an inspecter by the name of Robert Rennolds.Also where Spruce Street crosses highway 82 we would like to know what is going to be done about the traffic that is to cross there as there will be four lanes of heavy traffic and there is no traffic light.

We would like to have a hearing on this.Also I would like to have a reply on this letter.

Thank You
Sincerly Yours
V.H.Buell
V.H. Buell

ESH

...VED
...Y ENGR
JAN 21 '76
REFER TO
Schwartz
FOR
Info Invoice R/D D/R Sign Act File
X

8795

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

October 14, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Second Street Viaduct
City of La Grande
Union County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District T3 : G. A. Starkey

APPROVED
EJH
E. S. Hunter
Date 10-16-75

RECEIVED
STATE HWY ENGR
OCT 15 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 21 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 8, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project BR-M-4645(-)
Second Street Viaduct, LaGrande, Oregon
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's September 24, 1975 letter has been reviewed.

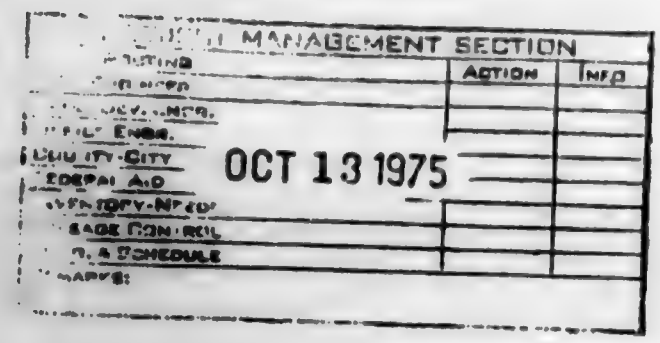
We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

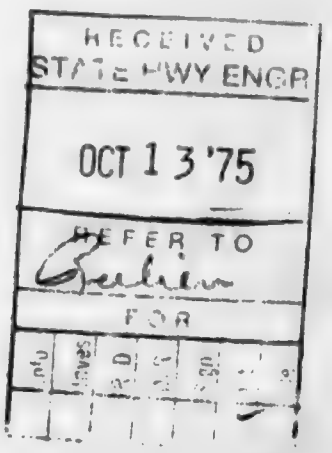
It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 5, Kennedy)
1041DA.5





cy Schroeder

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 12, 1975

A. PROJECT IDENTIFICATION

Name of Project Second Street Viaduct (Section) BR-M-4645(-)

Location of Project - Second Street (Highway Name) FAU Route #4645 (Highway No., US - ORE)

La Grande (City) Union (County) 5 (Region)

Program SBRP (Funding) $1.5 million (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this proposal is to improve the safety capacity and structural deficiencies of the old structure by replacing it with a safer, wider, and greater load-limit capacity facility.

Origin and History: See accompanying page.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 1,400 feet (bridge and approaches)

Termini 200 feet south of Grandy Avenue - 200 feet north of X Avenue (note accompanying map).

Alignment (new or existing) Combined (new and existing). Proposed alignment would occupy the center of Second Street right-of-way.

CATEGORY 3 PROJECT
major
non-sign.

Form (2)9-74

Origin and History

The city of La Grande has long recognized a need to replace the deteriorating Second Street viaduct with a new structure. The cost, however, has been prohibitive. A State loan of $30,000 was recently authorized for the proposed project. The city has applied for federal participation under a Federal Aid Highway Program and has conducted a public hearing as outlined in Sec. 5, Vol. 7, Ch. 7, FHPM, Dec. 30, 1974. The approximate cost of the project is $1.5 million dollars.

The city of La Grande is physically divided by Union Pacific railroad tracks. For some time two railroad grade separation structures facilitiated cross-town traffic: The Second Street viaduct and the Wallowa Lake Highway underpass. The underpass is presently being reconstructed, with an optimistic completion date set for the fall of 1975. Construction was estimated to take two years. The Second Street viaduct is the only railroad grade separation structure presently in service.

The need for a cross-railroad structure during the construction of the underpass prompted temporary repairs on the viaduct in the summer of 1974. The project was funded by the Oregon State Highway Division; Union Pacific R.R. made the repairs. The viaduct was upgraded to a 9-ton load capacity. This limit prevents buses and heavy trucks from using the structure.

Much of the necessary right-of-way was purchased by the Oregon State Highway Division in the 1960's. At that time, the Highway Division anticipated a four-lane route through Second Street to meet growing transportation needs. Studies after the completion of the La Grande section of I80N indicated that such a project was no longer necessary. In December of 1974, the Transportation Committee elected to transfer the Highway Division right-of-way to the city of La Grande. At this writing, the city has not initiated proceedings.

The city of La Grande has considered two alternative alignments in addition to that proposed (Second to Second). A questionnaire distributed in September of 1972 indicated that 83% of the citizens canvassed favored replacing the Second Street viaduct; 61% preferred the proposed alignment. The results of the survey were disclosed at a public hearing held on May 9, 1974. During the hearing some citizens expressed concern in terms of cost, inconvenience during construction period, safety of school children during construction, and absence of a bike path in project plans. Those favoring the proposal commented on the general need for replacing the viaduct, the comparatively little disruption to the present situation (eg, traffic patterns, residences, land-use).

The proposed new structure was designed by Oregon Bridge Engineering Co. of Springfield, Oregon.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Much of the necessary R/W is presently owned by the State Highway Division. City must acquire an additional 10.26 acres.

Typical Section Two travel lanes, sidewalk on west side of bridge.

Bikeway Not included in project. Bikes may use roadway.

Structures Presently proposed are viaduct, approaches, 32 foot traveled roadway, 5 foot sidewalk on west side. Up tracks to be cleared a minimum of 24 vertical feet.

Additional Facilities Approaches. Concrete retaining wall.

Access Control Grandy, Palmer and X Avenues to be dead-ended against approach.

Materials Commercial sources.

Borrow and Waste Disposal Contractor to remove and dispose of old structure.

Special Construction Methods Construction will not commence until the completion of the Wallowa Lake Highway underpass.

Characteristics (ADT) 3,500 vehicles (1974)
7,000 vehicles (projected 1985)

Other General Information (or Supplemental information to items) (1) The city of La Grande will initiate a housing survey in the vicinity of the project in the near future. Although this survey is not directly associated with the proposed project, the information gathered may be useful. (2) Project plans should address problems related school children crossing tracks during construction. (3) UPRR spur tracks to be shifted about 10 feet.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Three alignments have been considered by the City of La Grande (note accompanying map): Second to Second, Second to First and Second to Cedar. A questionnaire distributed in September, 1972 revealed that about 64.1% of the respondents favored the Second to Second alignment, 12.9% favored the Second to First Street route and 23.0% favored the Second to Cedar route. Over 2,400 returned questionnaires were incorporated in the viaduct study.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Questionnaire submitted to public September 5, 1972; Public hearing held May 9, 1974.

Public Hearing(s) Schedule: ☐ Not Required ☒ Offering Required

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Coordination with Oregon State Highway Division, Federal Highway Administration.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Second Street Viaduct Committee was formed to administer questionnaires. Group made up of private citizens.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The proposed project is located in the Grand Ronde Valley within the city limits of La Grande (population 10,500). This particular section of the valley is at an elevation of about 2,700 feet above mean sea level. Average annual precipitation is 20 inches. January - March temperatures average 34.4°F; July - September temperatures average 66.8°F. La Grande's annual snowfall averages 37 inches. The valley is drained by the Grande Ronde River which flows about ½ mile north of the proposed project. The relatively flat terrain in this section of the city is susceptible to occasional flooding.

The local environment is decidedly urban.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The proposed project is located in an urban setting. Residential, commercial and industrial zoned areas are in the immediate vicinity of the project. An elementary school (Riveria) is located two blocks north of the existing structure. Power, gas, telephone, storm sewers and waterline must either be moved or modified.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Approximately 0.26 areas of right-of-way would be required in addition to that now belonging to the Highway Division.

   Consequences:

   Two residences would be directly affected. Property would probably be purchased by city and residents relocated.

2. Estimated Changes in Traffic Patterns:

   Traffic would be detoured during construction. Railroad underpass would be provided by completed Wallowa Lake highway structure. This structure is located about one mile S.E. of the proposed project. Traffic may also cross tracks at 3 or 4 locations. New structure would probably generate more traffic as new load capacity would accommodate trucks and buses.

   Consequences:

   Inconvenience during construction period. Possible traffic delays at rail crossings. Palmer and Grandy Avenues would be dead-ended by proposed viaduct approach (fill). No significant hardship or inconvenient to residents is expected. Project is expected to generate some additional traffic (i.e., trucks and buses). The additional noise may generate comments from near-by residences and Riveria School. Safety may be a factor during schôol hours. Air pollution is not anticipated to be a problem.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Some change associated with possible removal of two residences.

Consequences:

Undetermined. La Grande does not have an over-abundance of available housing.

4. Expected Adverse Effects on Natural Ecological Resources:

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse impact associated with scenic resources. Near-by Pioneer Park should not be adversely affected.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas identified.

7. Potential for Controversial Issues:

Noise and safety generated by construction and commuter traffic.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist	XXX		
Water Quality Spec.	XXX		
Acoustical Engineer		XXX	
Air Quality Engineer	XXX		
Cultural Geographer	XXX		
Urban Planner	XXX		
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [XX] Category 3 [ ] Category 4

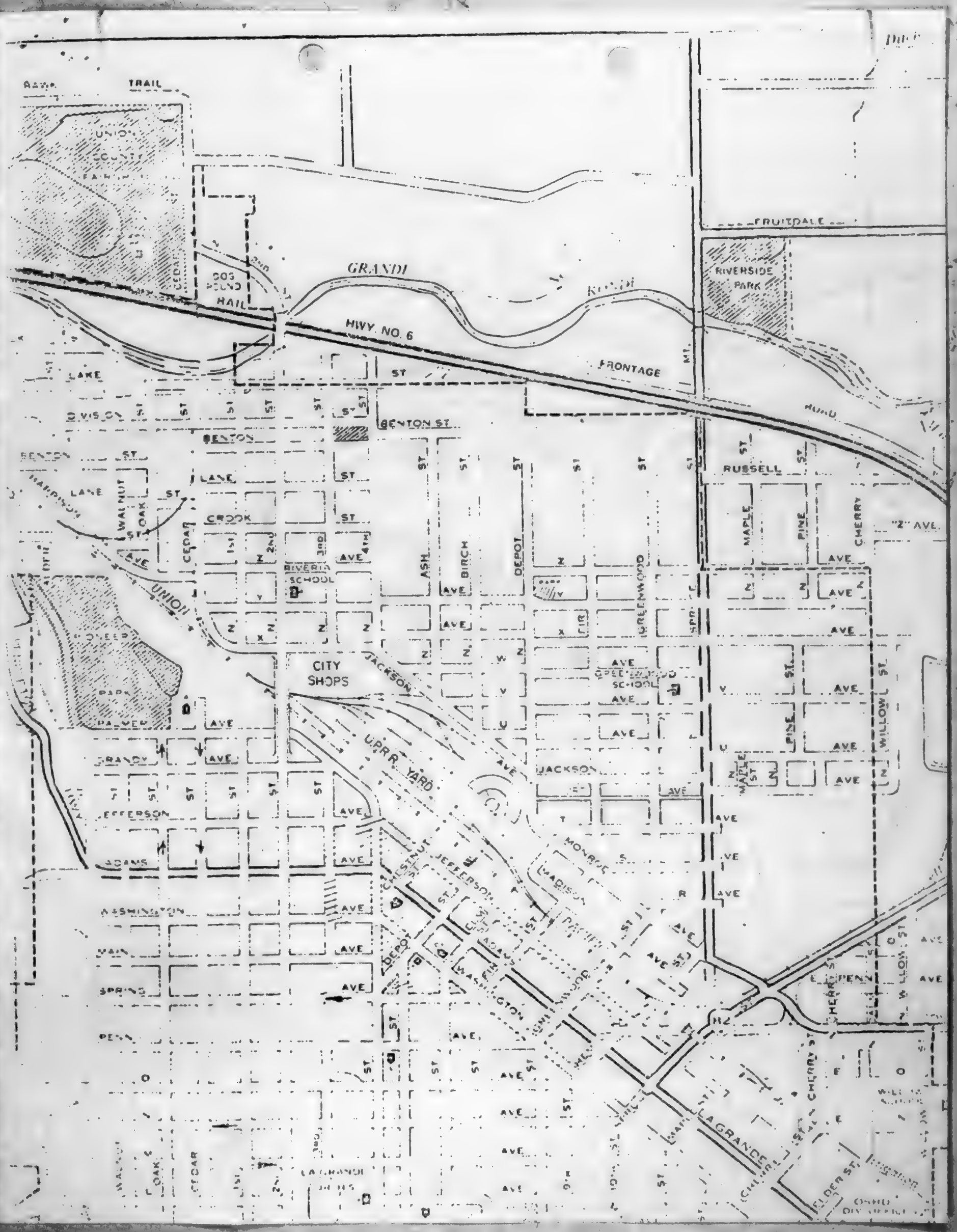
K. TYPE OF ACTION

[XX] Major Action
- [ ] Significant
- [XX] Non-Significant

[ ] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[ ] Assessment Only
[ ] Section 4(f)
[XX] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____


TRAIL
UNION
COUNTY
FAIR
DOG POUND
RAIL
GRANDE RONDE
HWY. NO. 6
FRONTAGE
FRUITDALE
RIVERSIDE PARK
LAKE
DIVISION
BENTON
CROOK
RUSSELL
MAPLE
PINE
CHERRY
"Z" AVE.
WALNUT
OAK
CEDAR
RIVERIA SCHOOL
ASH
BIRCH
DEPOT
GREENWOOD
SCHOOL
WILLOW
UNION
CITY SHOPS
JACKSON
UPRR YARD
GRANDY
JEFFERSON
ADAMS
WASHINGTON
MAIN
SPRING
PENN
MONROE
MADISON
LA GRANDE
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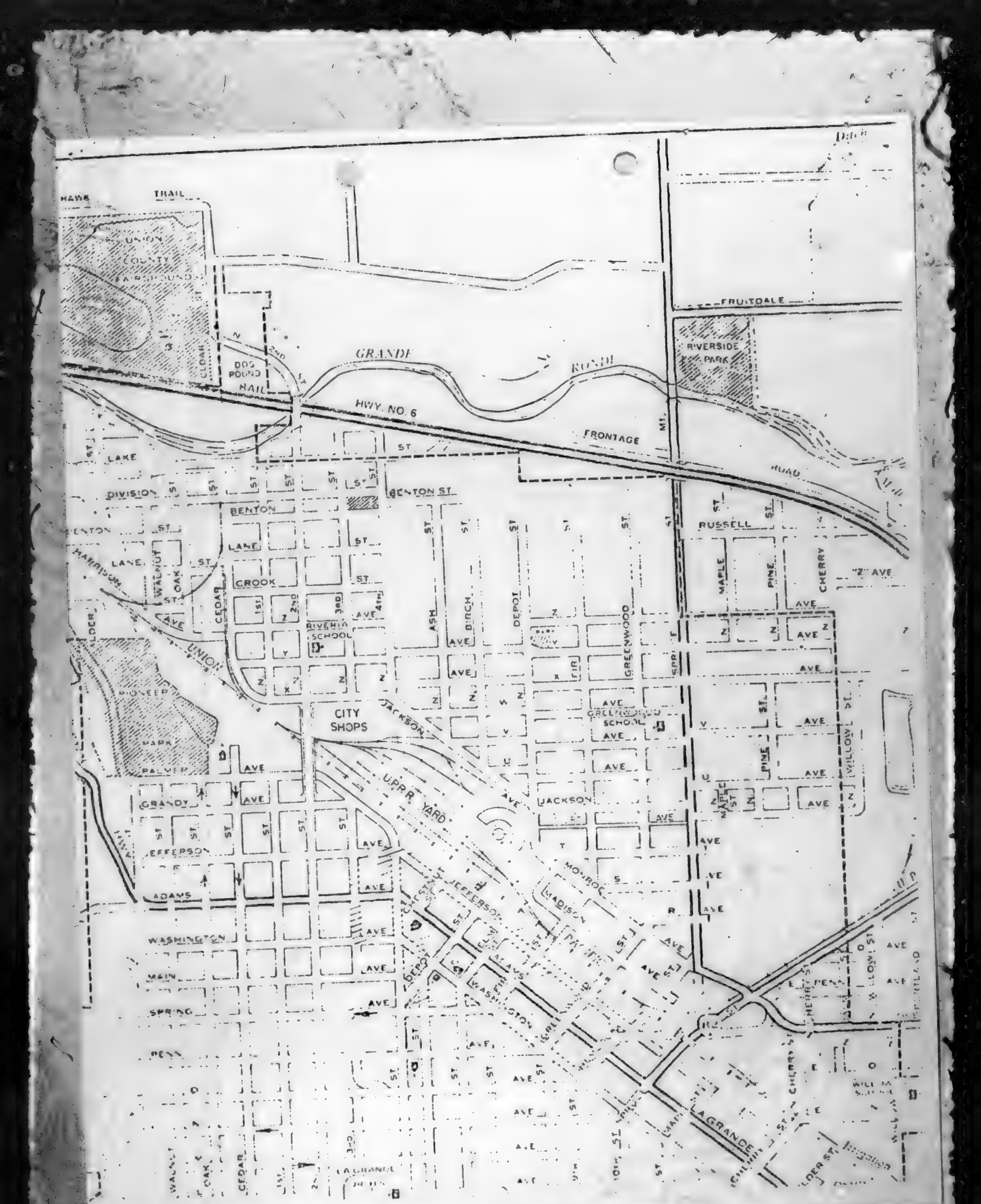
HAWK TRAIL
UNION COUNTY FAIRGROUNDS
CLOAR
DOG POUND
RAIL
GRANDE RONDE
HWY. NO. 6
FRONTAGE ROAD
FRUITDALE
RIVERSIDE PARK
LAKE
DIVISION
BENTON
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LANE
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MARRISON
WALNUT
OAK
CEDAR
ELDER
UNION
PIONEER PARK
PALMER
RIVERHILL SCHOOL
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JACKSON
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GRANDY
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8795

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Reuben
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. L. JOHNS

cc Hunter

8795

8

MEMO TO FILES, April 25, 1975

FROM D. N. Harwell
County-City Engineer

NOTED
E. S. HUNTER

RE Special Bridge Replacement Program
Cosine Creek, McMinnville
Oswego Lake Outlet, Lake Oswego
Second Street Overcrossing, La Grande

On March 24 and April 8, 1975, letters were sent to Mr. Glen Green, FHWA Division Engineer, regarding the Special Bridge Replacement Program.

Discussions with various city officials regarding this program indicate that the status of the following projects should receive special mention in case these monies become available.

Cosine Creek, McMinnville

Joe Dancer, City Manager, and Bill Blum, Director of Public Works, indicated the City has passed a bond issue for replacement of the existing structure with an earth fill and culvert, to be at sole City expense.

Project should be dropped from SBRP listing.

Oswego Lake Outlet (Oswego Creek) Bridge, Lake Oswego

Marlin DeHaas, Director of Public Works, indicated City's portion of project costs (25%) will not be available until after fiscal year commences (July 1, 1975); however, should project be scheduled for letting earlier, money could be obtained from loan.

Project design, agreements, etc. should proceed as SBRP.

Second Street (UPRR) Overcrossing, La Grande

Max Thompson, City Manager, and Wally Palmateer, Oregon Bridge Consulting Engineer, have indicated the consultant is doing the design work and before City could provide its portion of project costs (25%) a bond issue election would have to be passed by the City. This project is one of long-time standing with considerable controversy.

Project particulars, agreements, etc. should proceed as SBRP.

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DNH:mm

cc, w/att: E. S. Hunter
L. W. Rulien
V. Wolfe
W. J. Hart
E. L. Hardt, Rgn 1
C. O. Fredrickson, Rgn 2
W. E. Schwartz, Rgn 5

La Grande
would be OKing

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
(1)	9069	Second St., LaGrande (FAUS? City St.)	22.0	# Not Avail. to Mk. Until Bond Issue

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

(2)	18T01	Cosine Cr. in McMinnville (FAUS? City St.)	23.7	$ 360,000	?

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

4-15-75 Discussed with Wills, need agreement from ... on local (cont.) ... #

Wills
Discuss 4-14

RECEIVED
COUNTY & CITY SECTION
APR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
(3.)	32C11	Bear Cr., Wallowa County ~~Co. Rd.~~ FASC FAS-476 now 72-104	36.3	$ 150,000

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

(4.)	12935	Thomas Creek Br., Linn Co. Co. Rd	42.1	200,000	Co

No survey for replacement to date.

(5.)	6070	Oswego Lake Outlet, City of Lake Oswego FAUS City	43.1	350,000	75 FAUA 25 City #

4-16-75 City # available after 7-1-75 or borrow prior if necessary.

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975.for replacement under the SBR fund if such funds become available. OK

✓6.	574	Nehalem River Bridge Highway 9	44.0	1,600,000	(Col. with Rgn.)

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg, Hwy 59	48.1	1,438,532	k

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

8.	1000	Snake River Bridge Idaho Ave. in Ontario, Hwy #455	48.3	2,000,000	

Design is 15% complete. No activo design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

✓(9.)	13089	Beaverton Creek City-Co.?	49.2	105,000	Co

No survey to date. Formerly FAS 839 - Wash Co. - Now an urban route SW 185th Ave FHU-0035

Approx 1 mile North of Aloha

SBRP's

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1975

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.		Name	Struct.	Incl. Approach
598		Coquille River	long struct. $1,000,000	$1,500,000
1251		Ritner Creek	short " 800,000	1,400,000
9069	City	2nd Street (La Grande)	above data from Br. Sect. 4-9-75	
18101	City	Cozine Creek	City sold bonds - 100% City for fill section 4-4-75	
2478		Coalbank Slough		
12935	Co?	Thomas Creek		
6070	City	Lake Oswego Outlet	Br. Section designing 4-14-75	

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

RECEIVED
COUNTY & CITY SECTION
MAR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ RE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

8795

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

3-27-75 C Rulien Hart Mechanic Wetmore Hill

RECEIVED
STATE HWY ENGR
MAR 26 '75
REFER TO
FOR
Loca | Inves | R/D | D/R | Sign | Art

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8775.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 21, 1975

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:

Priority List
Special Bridge Replacement Program

The following list is the top 20 priority listing of structures for replacement under the Special Bridge Replacement Program as received from Mr. R. Pillsbury of the Federal Highway Administration:

	Bridge No.	Route or Highway	Bridge Name	Sufficiency Rating
1.	9069	16T01	Second St. in LaGrande	22.0
2.	18T01	18T21	Cozine Cr. in McMinnville	23.7
3.	32C11	476	Bear Creek	36.3
4.	12935	763	Thomas Cr., Linn Co.	42.1
5.	6070	---	Oswego Lake Outlet	43.1
6.	574	9	Nehalem River Bridge	44.0
7.	583	58	Willamette River at Harrisburg	48.1
8.	1000	455	Snake River Bridge on Idaho Avenue	48.3
9.	13089	839	Beaverton Cr.	49.2
10.	1C117	01-109	Powder River	51.2
11.	662	157	Rock Creek	51.9
12.	7C11	531	Crooked River-Lone Pine Cr.	52.4
13.	200	26	Hood River Bridge	52.7
14.	7C12	537	Elliott Road Bridge (Crooked River)	53.1
15.	598	244	Coquille River	53.7

NOTED
H.S. COULTER

RECEIVED
MAR 24 1975
Office of
Assistant State Highway Engineer

	Bridge No.	Route or Highway	Bridge Name	Sufficiency Rating
16.	2058		Santiam River at Mill City	53.9
17.	2728	210	Willamette River Br. on Van Buren St.	54.6
18.	1731	455	Malheur River	56.8
19.	1803B	1W	Millican Cr.	57.0
20.	1251	191	Ritner Cr.	57.4

The initial indication from the Federal Highway Administration is that only those structures with a sufficiency rating less than 50 will be eligible for funding under the anticipated release of additional Special Bridge Replacement Funds.

WJH:dh

cc E. S. Hunter
M. S. Coulter
L. W. Rulien
John Wood

8795

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

SUBJECT: Special Bridge Replacement Program

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1

Coquille River	$ 1,700,000
Ritner Creek	168,000

List 2

2nd Street (La Grande)	1,292,000
Cozine Creek	358,000
Coalbank Slough	1,230,000
Thomas Creek	199,000
Lake Oswego Outlet	175,000

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-20-75
cc Burleigh
Hunt
MacKenney
action!
Ed.

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April will probably be the deadline for reconsolidating unused funds.

G. L. Green

8795

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

February 20, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Foundation Test Hole Boring Agreement
Second Street Viaduct
City of La Grande
Union County

Attached for your files is the State's fully executed counterpart of the Foundation Test Hole Boring Agreement between the Union Pacific Railroad Company and the State of Oregon, by and through its Department of Transportation, Highway Division. Distribution of conformed copies has been made as indicated below.

The Bridge Division will be responsible in compliance with Section two of the agreement. The insurance required under Section three of the agreement has been furnished to Union Pacific Railroad by our Finance Branch.

It is my understanding that the work to be performed under terms of this agreement has been done by the Bridge Foundation crew.

JEC:jk
Attach.

cc: E. S. Hunter
W. J. Hart w/copy agmt.
J. L. Sollis "
J. B. Boyd "
W. E. Schwartz w/2 copies agmt.

NOTED
W. HEAD

2/24/75
noted in
agree. book
fbrw

8795

9

J. B. Boyd
Right of Way Engineer

December 30, 1974

C. W. Head
Commission Services

RAILROAD COMPANIES
FILE No. 777

Attached for further handling are two copies of an agreement with Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company) regarding foundation test hole borings at the Second Street Viaduct in La Grande, Union County.

Please have the Railroad Company date and sign this agreement. Also on page 1 the effective dates of the agreement are missing. When the agreement has been fully completed, please return a copy for the Transportation Commission's files.

fkn
Att.

8795

X-REFERENCES: LA GRANDE: 2nd STREET OXING (RR) THIS SHEET FORWARD PLEASE!

DATE	DESCRIPTION	FILED IN:
2/1/73 & 5/29/73	Coop Constr Agree's w/La Grande----provide temporary repairs to 2nd Street RR OXing by RR Company, and for re-opening it to ~~traffic~~ carry traffic during construction-replacement of Old Leaky RR UXing on Hwy 10.	La Grande, Coop Constr Agrees file, Adams Ave-Old Oregon Trail Unit, La Grande-Island City Section Wallowa Lake Hwy #10
12/18/74	Survey Res. 254a---Cancels proposed project on Oro Dell-La Grande Section of Old Ore. Trail. This especially concerns La Grande's 2nd Street RR Oxing on the NCL-4th Street (La Grande) Unit of the Oro Dell-La Grande Section.	La Grande A&R File

LA GRANDE

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 10,100

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

T2S &T3S R38E
W. M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R.T. PST
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Log Pond

Old Leaky Wing

8795

Agree's etc in other files re Oro Dell-La Grande Section

X-REFERENCES:

THIS SHEET FORWARD PLEASE!

DATE	DESCRIPTION	FILED IN:
3/5/68	Hwy Designation Res #43 Redesignates sections of Hwys 6 & 343 As La Grande-Baker Hwy #66 Baker & Union Counties Via La Grande, Union, N. Powder, Haines & Baker This redesignation resulted from construction of I-80N (new Hwy 6) between La Grande & Encina (near Baker). *It also stands in lieu of a proposed aband't of Hwy 6 (Adams Ave) at La Grande. See Oro Dell-La Grande Section Proposed Aband't, 1964-68 La Grande A&R file	Hwy 66, Union Co. Designations/A&R's file
12/18/74	Survey Resolution 254a Oro Dell-La Grande Section Hwy 6 La Grande & Union Co. Follow-up on proposed 1964-68 aband't;* Cancels proposed project, including 2nd Street RR O'Xing in La Grande.	La Grande Designation, A&R's file

8795

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 17, 1974

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Test Hole Boring Permit
Second Street Viaduct
City of LaGrande
Union County

Attached are the original counterparts of an agreement between the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company lessee), and the State of Oregon acting by and through its Department of Transportation, Highway Division, granting the State the right to make foundation test hole borings on Union Pacific right of way at the Second Street viaduct location in the City of LaGrande. This permit has been reviewed by the Chief Counsel and other interested Section Heads within the Division and approved by them. Two copies of the permit are attached for your use.

Please obtain the approval of this agreement from the Chairman or Vice-Chairman of the Oregon Transportation Commission and after this approval is obtained, have the two counterparts of the agreement signed by Mr. Klaboe, Administrator and State Highway Engineer. After the permits have been signed, please have them returned to my office and I will forward them to Union Pacific Railroad Company for execution by their principals.

JEC:jrk
Attach.

cc: F. B. Klaboe
J. L. Sollis
W. J. Hart
V. E. Skoog
H. S. Cox

NOTED
A. E. JOHNSON

NOTED
MARIE STEPHENS

NOTED
E. L. UNRUH

RECEIVED
DEC 19 1974
Office of
Assistant State Engineer

RECEIVED
STATE HWY ENGR
DEC 18 '74
ER TO
FOR

8795

OREGON STATE
HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 12, 1974

traces in AGR 3.

Mr. Max Thompson
City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

Our Salem staff is preparing an abandonment resolution for the Orodell-4th Street Section of the La Grande-Baker Highway. This section would be better known to you as the route which was to be built under the 2nd Street viaduct.

This resolution, when approved by the Transportation Commission, will authorize the Highway Division to dispose of the right-of-way which was acquired for the route. The Division would be most interested in any input the City of La Grande may have regarding this decision.

I will appreciate hearing from you on this matter.

Sincerely,

Wendell E. Schwartz
Regional Engineer

NOTED
H.S.COULTER

WES:sh

cc H. S. Coulter
L. W. Rulien
H. S. Cox
J. A. Schlieski w/attach
Verne Allen "

RECEIVED
DEC 16 1974
Office of
Assistant State Highway Engineer

8775

Oro Dell - Fair
2nd St Viaduct
La Grande

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 12, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Max Thompson, Manager
City Council
City Hall
La Grande, Oregon 97850

RECEIVED
COUNTY & CITY SECTION
DEC 13 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

Dear Max:

It is my understanding that at a recent design review meeting on the proposed Second Street Viaduct in the City of La Grande, Mr. Pat Schwartz, Regional Engineer, advised you that the Highway Division would not construct the Oro Dell-Fourth Street Section.

This letter is to advise you that we are requesting the Transportation Commission to approve abandonment of that location and declare the right of way excess to highway needs. The structure which you are planning can then be materially shortened in length. The excess property owned by the State of Oregon will be disposed of except that portion needed for the bridge approach.

We feel, therefore, that the State of Oregon no longer has an obligation for funding in the bridge reconstruction.

Thank you for your cooperation and if there are any questions in this matter please contact Mr. Schwartz at the La Grande Highway Division Office.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
W. J. Hart
C. T. Keasey
H. S. Cox

Oregon Bridge Engineering Company
223 North A
Springfield, Oregon 97477

W. E. Schwartz

fa Hranbe / Union Co
Jail and Viaduct

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE November 5, 1974

TO W. E. Schwartz
Regional Engineer

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Street Viaduct
La Grande

RECEIVED
COUNTY & CITY SECTION
NOV 6 - 1974
☑ ENGR. ☑ COOR. ☐ BE ☒ AE ☐ WE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

When the planning was under way for the Orodell-4th Street Section, Union County signed an agreement for a portion of the existing route outside the city limits; however, the Highway Commission never acted on that abandonment resolution. You should contact the County and advise them that the agreement they signed 12 years or so ago is now null and void never having been acted on by the Commission.

The City did not sign any agreement; they were requesting complete reconstruction of Adams Avenue as one of the conditions of taking over the existing highway.

We will take appropriate steps to have the Transportation Commission rescind the earlier resolution establishing the route.

It would be appropriate for you to contact the City for any input they might have and furnish us with recommendations concerning disposition of right-of-way we have purchased.

ia

cc L. W. Rulien
H. S. Cox -- Please take appropriate steps to rescind the resolution.

Note by Cox says:
"Res #254, 5/25/62, was for survey only. This route has never been on any system."
11-6-74

RECEIVED
NOV 5 1974
PROJECT MANAGEMENT SECTION

81 7/A 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 1, 1974

FILE:

FROM: W. E. Schwartz
Regional Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT:
Second Street Viaduct
La Grande

A preliminary design review of the above project was held at the La Grande City Hall on Tuesday, October 29, 1974. In attendance were representatives of the City of La Grande, Union County, Union Pacific Railroad, Oregon Bridge Engineering Company. Dale Allen and I represented the State Highway Division.

Preliminary bridge plans were prepared after receiving assurance from the Highway Division that we still wanted to contruct the Orodell-4th Street Section and would require additional bridge length to span our highway.

This office seriously questioned this and did considerable research to uncover the history of the project. We looked, especially, for any political commitments which may have been made which would obligate us to the project. We could uncover nothing in our records and requested further assistance from the City of La Grande. They knew of nothing and have made no provision for this highway in any of their future comprehensive street plans.

The project was planned before the plans for an I-80N Bypass were completed. Completion of the Bypass eliminates the need for this project. Present traffic volumes and future traffic projections indicate that traffic can be handled on the existing facility for the foreseeable future.

With this information at hand, we discussed the Orodell-4th Street project both with you and Mr. Klaboe on our recent visit to Salem. Mr. Klaboe advised me that we would never build this route and authorized me to make this fact known at the preliminary design review meeting.

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1974
☑ ENGR. ☑ COOR. ☑ DE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
NOV 4 1974
Office of
Assistant State Highway Engineer

The City would now like to have something of an official nature, for the record, on which they could base their future plans for the Second Street Viaduct. I advised them that I would pass this request on to Administration for their consideration.

I believe it would also be appropriate for the Transportation Commission to pass a resolution rescinding Commission Resolution No. 254, dated June 6, 1962, which established the route. Judge Misener of Union County also said that he recalls an abandonment resolution which disposed of part of the old route to Union County and part to the City. Our records do not disclose this. If such a resolution exists, it should also be rescinded.

WES:sh

cc R. C. Lang
J. A. Schlieski
(Co-Cty

8795

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 11, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Oro Dell-La Grande Section
Old Oregon Trail, Union County
City of La Grande

On May 25, 1962, a survey resolution was adopted by the Highway Commission in the Oro Dell-La Grande Section of the Old Oregon Trail in Union County and the City of La Grande to establish a route location for future construction.

It has been determined that the route will not be constructed and, therefore, the original survey should be rescinded and authority granted to dispose of any right-of-way purchased for the route.

A resolution to rescind the original route survey resolution and to authorize the sale of any right-of-way purchased for the route will be presented for your consideration at the December 18 Commission meeting.

Adoption of the rescinding resolution is recommended.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. B. Boyd
H. S. Cox
Gary L. Sund
Jack Graham
Larry Rullen
W. E. Schwartz

PBA:scr srb

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

December 3, 1974

TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

Re: Oro Dell-LaGrande Section
Old Oregon Trail
Union County
City of LaGrande

FROM: P. B. Arensmeier
Abandonment Engineer
County-City Unit

Attached is a resolution to rescind an earlier survey resolution which approved a route location in the subject section adopted by the Highway Commission on May 25, 1962.

It has been determined that the route selected by the original resolution will not be used, and that it should be rescinded; and further, that the property purchased for the route should be disposed of.

The attached resolution rescinds the original resolution and grants authority for the disposal of right-of-way thereon not needed by the State.

A draft letter to the Transportation Commission is also attached for your use if you approve this transaction which was recommended by Mr. Schwartz and approved by Messrs. Keasey and Coulter.

PBA:scr

Attachment

cc: H. S. Coulter
C. T. Keasey

OK EAH

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8795

8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 20, 1974

NOTED
H. S. COULTER

TO: Mr. H. S. Coulter
Assistant State Highway Engineer
B U I L D I N G

RE: Second Street Viaduct
La Grande

FROM: P. B. Arensmeier
Abandonment Engineer
County-City Unit

Attached is a resolution draft pertaining to a route survey on the Oro Dell-La Grande Section of the Old Oregon Trail in La Grande.

This draft is prepared to rescind an earlier resolution referred to in Mr. Schwartz's letter to you of November 1, 1974, in which he suggests rescinding the resolution establishing a new route along the Oro Dell-Fourth Street Section, and also referred to in your letter to him of November 5, 1974.

The resolution provides for the abrogation of the original resolution establishing the route and also grants authority for the disposal of right-of-way along the route no longer needed by the State.

Attorney Sollis approves the above procedure in the resolution, and also states that the signed agreement by the County, and never returned by the City, has no significance without approval by the Transportation Commission.

Mr. Schwartz, on page two of his November 1 letter, stated that the City would like to have something of an official nature for the record on which they could base their future plans for the Second Street viaduct, and that he advised them that he would pass their request to Highway Administration for their consideration. This resolution may provide part of that official record for the City.

If you approve the attached resolution draft, it will be prepared in final form for the Transportation Commission's consideration.

PBA:scr

Attachment

11-25-74
cy to Co-City
TAA

Approved 11-22-74
Acting Asst. State Hwy. Engr.

RECEIVED
NOV 22 1974
Office of
Assistant State Highway Engineer

R E S O L U T I O N

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Oro Dell-LaGrande Section of the Old Oregon Trail Highway in Union County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports with the Commission for consideration; and

WHEREAS, said survey and route location was approved by the Commission and a resolution adopted on May 25, 1962 and filed in the records thereof as Survey Resolution No. 254; and

WHEREAS, said route location closely parallels the existing travelled route and the maintenance of duplicating routes is not in the best interest of the Travelling public; and

WHEREAS, after due consideration by this Commission, it has been determined that said Resolution No. 254 adopted on May 25, 1962 should be rescinded and that right-of-way acquired for said route no longer needed by State be disposed of.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the resoltuion entered in the minutes and records of the Commission as of the 25th day of May, 1962, as Survey Resolution No. 254 is hereby rescinded.

2. That the route and location of the Oro Dell-La Grande Section of the Oregon Trail Highway, beginning at Highway Engineer's Station 976+65 just south of Grande Ronde River and extending in a southeasterly direction to Highway Engineer's Station 1042+40 at the intersection of Fourth Street and Jefferson Avenue in the City of La Grande, is hereby voided, and that authority is granted to dispose of right-of-way therein not needed by State.

3. Said route is shown on Exhibit A attached hereto & by This Reference is made a part hereof.

6.4 That this resolution be entered in the minutes and records of the Commission this ____ day of _____, 19___ as Survey Resolution No. _____ .

Approved 11-22-74

Acting Asst. State Hwy. Engr.

8795

Approved by: C. T. Keasey
PBA:scr
12/2/74

R E S O L U T I O N

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Oro Dell-LaGrande Section of the Old Oregon Trail Highway in Union County, and in connection therewith to prepare a map showing the route and location of said section and to file said map and reports with the Commission for consideration; and

WHEREAS, said survey and route location was approved by the Commission and a resolution adopted on May 25, 1962 and filed in the records thereof as Survey Resolution No. 254; and

WHEREAS, said route location closely parallels the existing travelled route and the maintenance of duplicating routes is not in the best interest of the travelling public; and

WHEREAS, after due consideration by this Commission, it has been determined that said Resolution No. 254 adopted on May 25, 1962 should be rescinded and that right-of-way acquired for said route no longer needed by State be disposed of.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the resolution entered in the minutes and records of the Commission as of the 25th day of May, 1962, as Survey Resolution No. 254 is hereby rescinded.

2. That the route and location of the Oro Dell-LaGrande Section of the Oregon Trail Highway, beginning at Highway Engineer's Station 976+65 just south of Grande Ronde River and extending in a southeasterly direction to Highway Engineer's Station 1042+40 at the intersection of Fourth Street and Jefferson Avenue in the City of LaGrande, is hereby voided, and that authority is granted to dispose of right-of-way therein not needed by State.

3. Said route is shown on Exhibit A attached hereto and by this reference is made a part hereof.

4. That this resolution be entered in the minutes and records of the Commission this 18th day of December, 1974 as Survey Resolution No. 254a.

8795

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 17, 1974

Union Pacific Railroad
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Exploratory Drilling Permit
Second St. Viaduct
City of La Grande
Union County

Dear Sir:

In accordance with our telephone conversation of this morning, this is to advise you that the Oregon Department of Transportation, Highway Division will agree to and sign a permit to allow us to do exploratory drilling on your property at the Second Street viaduct in the City of La Grande, provided the agreement is of the same form and content as the agreement we signed allowing us to do exploratory drilling on the North and South Banfield interchanges of the East Portland Freeway in Multnomah County.

I have checked over the Certificates of Insurance we had issued to Union Pacific covering the drilling work we did on the North and South Banfield interchanges. I find that the Certificate and Verification of Insurance issued to Union Pacific for this work limits the coverage to the North and South Banfield interchanges. This, thereby would not cover the exploratory drilling work we are contemplating at La Grande.

I have asked our Finance Section to arrange to have Union Pacific listed as an added insured on the State's General Liability policies covering exploratory foundation drilling on Union Pacific property anywhere within the State of Oregon for the life of the insurance policy. This will not require us to have certificates, verification, etc., made up every time we propose to do exploratory drilling on UP property. I believe you will find this acceptable. As soon as these documents are received by me, I will forward them to you for your review and files.

NOTED
E. S. HUNTER

RECEIVED
OCT 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If there is anything further you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: E. S. Hunter
W. J. Hart
J. L. Sollis
J. B. Boyd
W. E. Schwartz

5775

La Grande
2nd St Xing

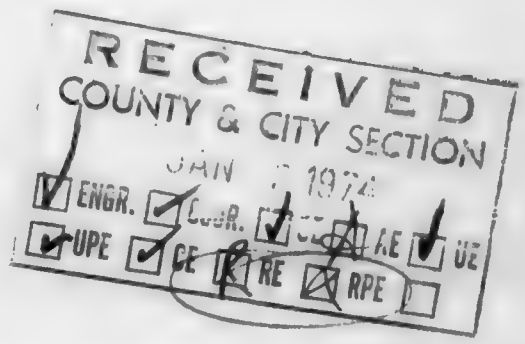
PUBLIC UTILITY COMMISSIONER OF OREGON

PUBLIC SERVICE BUILDING • SALEM, 97310 • Telephone (503) 378-6675

TOM McCALL
GOVERNOR

RICHARD W. SABIN
Commissioner

December 28, 1973



Mr. Warner V. Wasley, City Attorney
Helm, Wasley & Monce
1215 Washington Avenue
LaGrande, Oregon 97850

Dear Mr. Wasley:

I have reviewed your proposed agreement with Oregon Bridge Engineering Company. While I do not feel it is our responsibility to comment or give instructions on this sort of agreement, I might take this opportunity to express an opinion.

If the structure proposed to be built by the City of LaGrande is in any way different from the structure authorized by the Commissioner's prior order it will be necessary to file a new application. If changes in the structure are minor and basic project is the same as that authorized by the 1967 order no new application will be necessary. In view of this, if the structure plans are substantially different than the 1967 authorization I suggest that your agreement with Oregon Bridge Engineering Company include some requirements for the submission of necessary PUC applications. I note that Section 5 of the agreement does call for preparation of necessary vicinity maps etc. required by the PUC. It's possible that you could add the necessary language to include preparation of the application if it's found to be necessary.

This office is glad to see the City of LaGrande proceeding with the reconstruction of the viaduct and will give any support necessary to your office. Thank you for your cooperation.

Yours very truly,

Lionel V. Topaz
Assistant Commissioner
Rail-Air-Marine Program

cc: L. A. Kirkeby
Si Cox

LVT:cjc

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

La Grande
2nd St Viaduct

CARL G. HELM, SR. (1881-1948)
CARL G. HELM
WARNER V. WASLEY
JAMES A. MONCE

HELM, WASLEY & MONCE
LAWYERS
1215 WASHINGTON AVENUE
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

December 21, 1973

Mr. Si Cox
County - City Division
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Street
Portland, Oregon 97227

Mr. L. Topaz
Assistant Public Utility Commissioner
State of Oregon
Public Service Building
Salem, Oregon 97310

Judge Earle Misener
County Judge
Union County Courthouse
La Grande, Oregon 97850

Re: Construction of Second Street Viaduct

Gentlemen:

The City of La Grande is presently considering entering into an agreement with Oregon Bridge Engineering Company for engineering services in connection with the construction of the Second Street Viaduct located in La Grande, Oregon. The basic form of this agreement has already been agreed upon by the City and Oregon Bridge Engineering Company, and a copy of the proposed agreement is enclosed herewith. Prior to the time this agreement is executed by the parties, the City of La Grande desires to have your comments or suggestions with respect to this agreement. It would be very much appreciated if we could hear back from you on or before January 4, 1974.

Thank you for your cooperation.

Very truly yours,

Warner V. Wasley
City Attorney

WVW: mlm
Enclosure

RECEIVED
COUNTY & CITY SECTION
DEC 24 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ RPE ☑ CE ☐ UE ☑ RPE ☐

5795

La Grande
2nd lt OKing

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 2, 1971

Mr. Murray D. Snyder
City Manager
City of La Grande
City Hall
La Grande, Oregon 97850

Dear Mr. Snyder:

Reference is made to your letter of November 19 concerning the Second Street railroad viaduct in La Grande.

The first question concerned the 32-foot width and how it might affect eventual approval of a Second Street interchange with I-80N. I do not think that the width of this structure would have any effect on your application for an additional interchange. You are aware, however, that the chances of getting approval for an additional interchange from the Federal Highway Administration are not very good.

Nevertheless, it is our opinion that it would be a mistake on behalf of the City to construct a 32-foot wide structure here. The streets leading to the structure will be 40 feet in width between curbs and, to meet the 32-foot proposed structure width, the approach will need to be narrowed 8 feet. This will create hazards. In addition, future traffic projections make it highly desirable for the width to be identical with the street width.

Our projections of the traffic count across this structure are listed below:

1970 ADT	= 3,500
1990 ADT without interchange	= 4,700
1990 ADT with interchange	= 6,000

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UPE CE RE RPE

In summation, it is our recommendation that the City consider a 40-foot structure regardless of whether or not an interchange is eventually approved.

Your second question asked for confirmation that the State will contribute $97,500 to this project. This will confirm that the highway division will contribute this amount.

If anything further is needed, please let us know.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
H. S. Cox
F. B. Crandall
H. S. Coulter

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON.

La Grande, Oregon

November 19, 1971

Mr. R. L. Porter
Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Our Second Street railroad viaduct committee is considering a structure with a 32' vehicle travel width. Should this alternate be accepted by the City Commission, would the narrower width preclude construction of an Interchange on the new bypass at Second Street? It is anticipated with the narrower width that F.A.S. funds would not be involved on the construction of the overpass.

We would also desire confirmation that the $97,500 pledged by the State Highway for that agencies share in construction due to the Orodell route future proposal would still apply.

For your information, a copy of Oregon Bridge Engineering Co.'s Preliminary Cost Estimate is attached.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

Encl:

CC: [illegible]. S. Cox
County & City Engineer

Dr. Carlos Easley, Chairman
2nd Street Viaduct Committee

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PRELIMINARY COST ESTIMATES

SECOND STREET RAILROAD VIADUCT

PRESENTED NOVEMBER 17, 1971

By WALLY PALMATEER, OREGON BRIDGE CONSTRUCTION CO.,
Box 72, Springfield, Ore. 97477

	1st - 2nd	2nd - 2nd
Grading	$156,100	$108,300
Grandy-Adams	18,000	2,000
Retaining Walls	54,500	30,200
Right-of-way	38,000	18,500
Bridge	428,000	638,000
Engr. Conting., Etc. (25%)	173,400	200,000
	$868,000	$997,000

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 8, 1971

SUBJECT: City Parks near 2nd Street
La Grande

To: Mr. H. S. Cox
County & City Engineer
Salem, OR

We are enclosing one print of a map of Pioneer Park showing the existing park and the improvements which are currently being constructed. This is the only park development in the area near the 2nd Street Viaduct that we could determine was contemplated by the City.

This map is being sent as you requested in our telephone conversation a couple of weeks ago. If any additional information is desired, please contact this office.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF/bv

Fred;
Attached is map of Pioneer Park, La Grande that you requested. R/W for N. City limits - 4th St Section of Cro De Il - La Grande lies between Park & RR.

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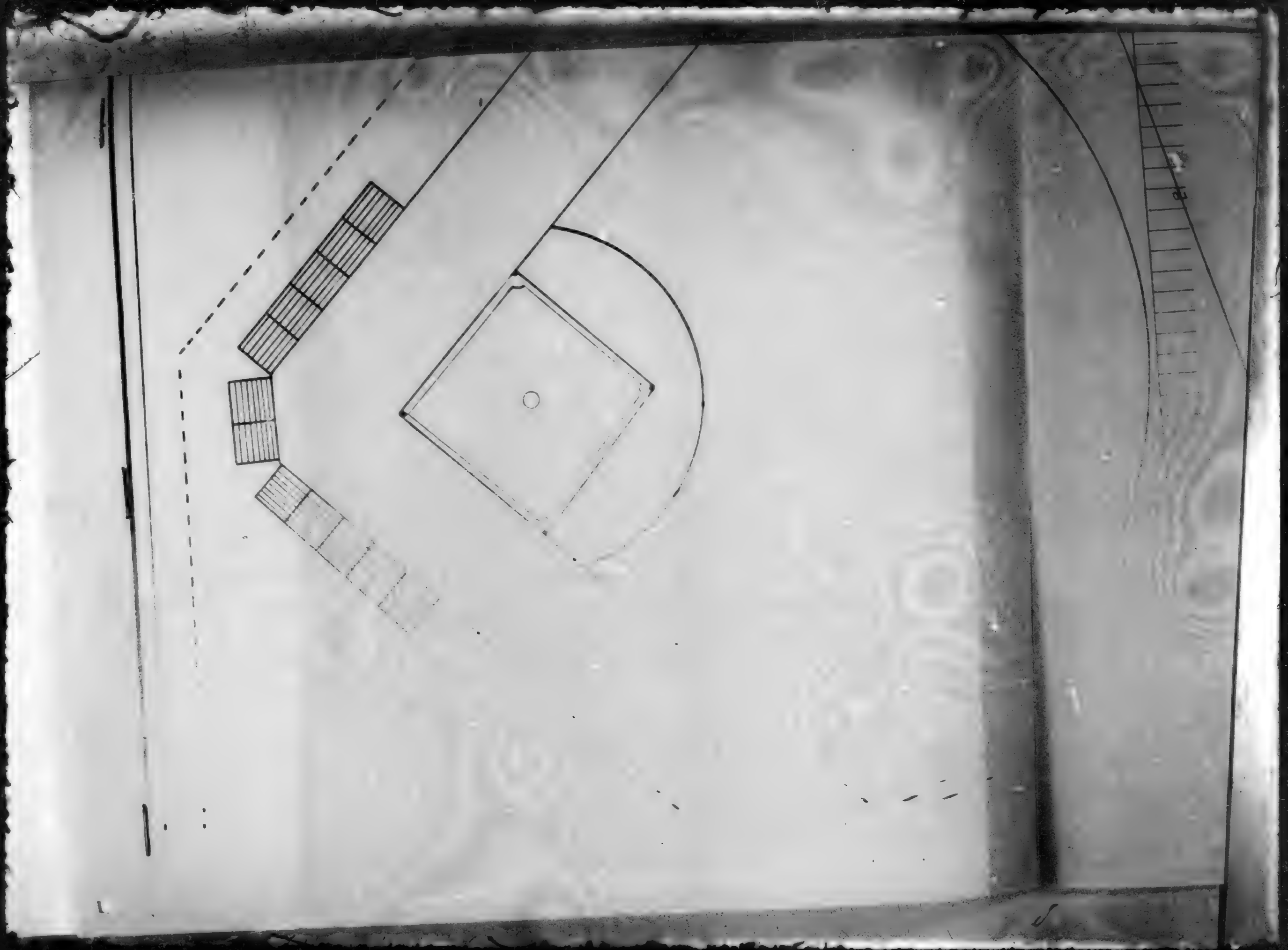
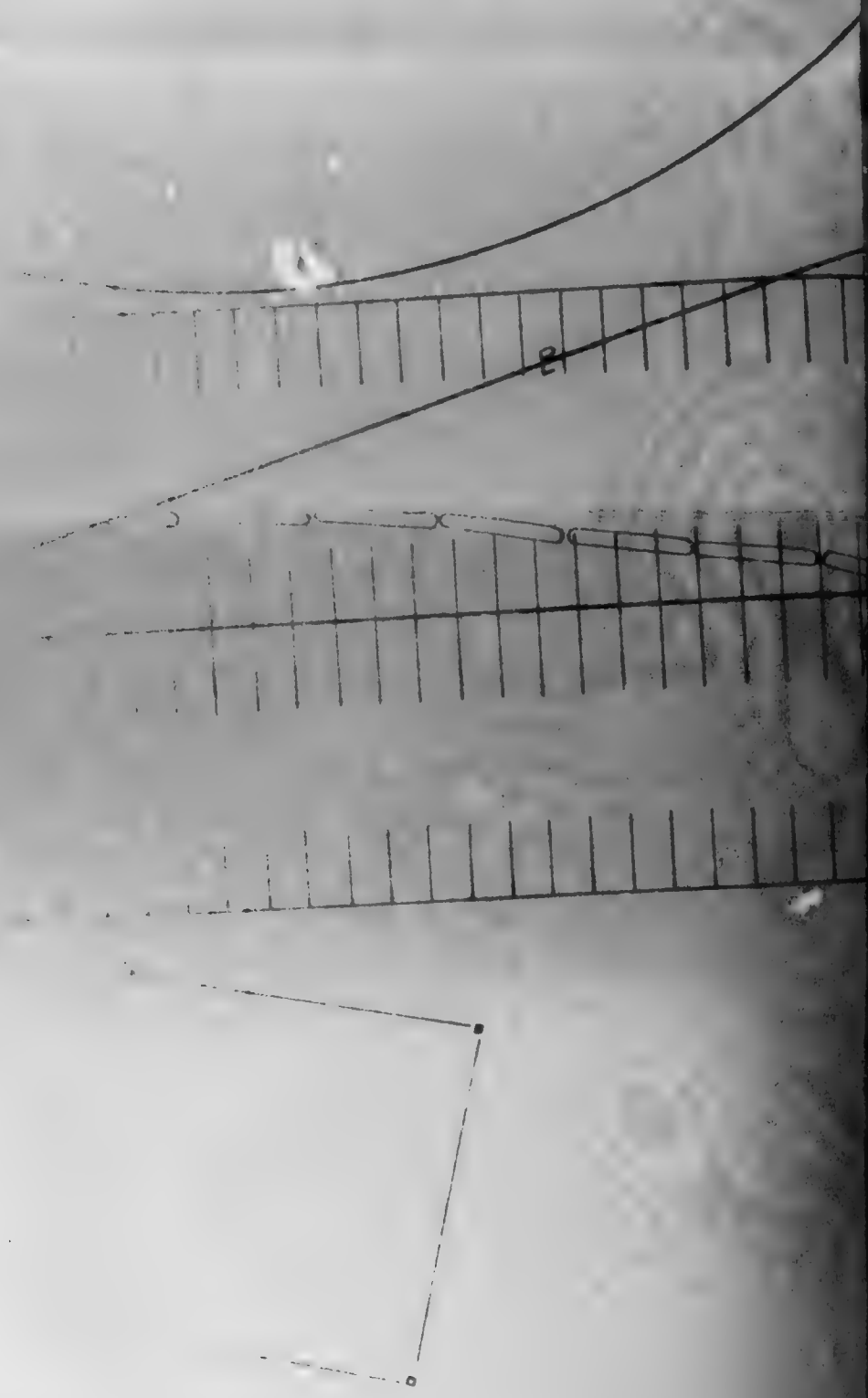


NOTE: ALL DISTANCES ARE NOT EX



INEER PA

NOTE: ALL DISTANCES ARE NOT EX

FIREPLACE

curb

HJ's

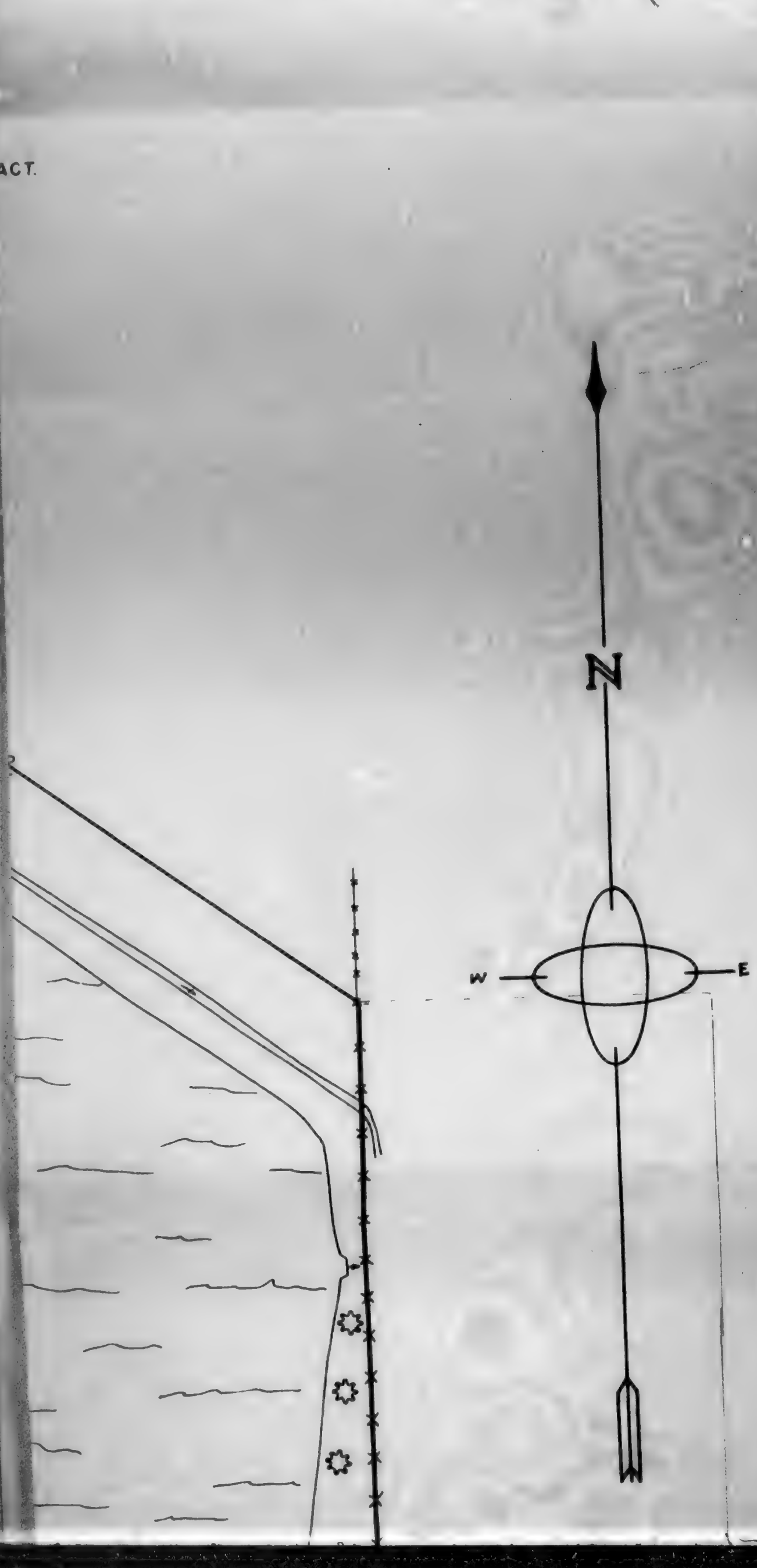
101
101

45'

POND

RK

ACT.



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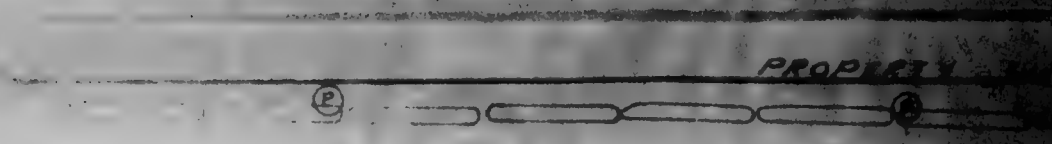


Specifications:

RK

POND

45'

REST ROOM

WADING POOL

SWIMMING POOL

SHED

54.0'

LEGEND:

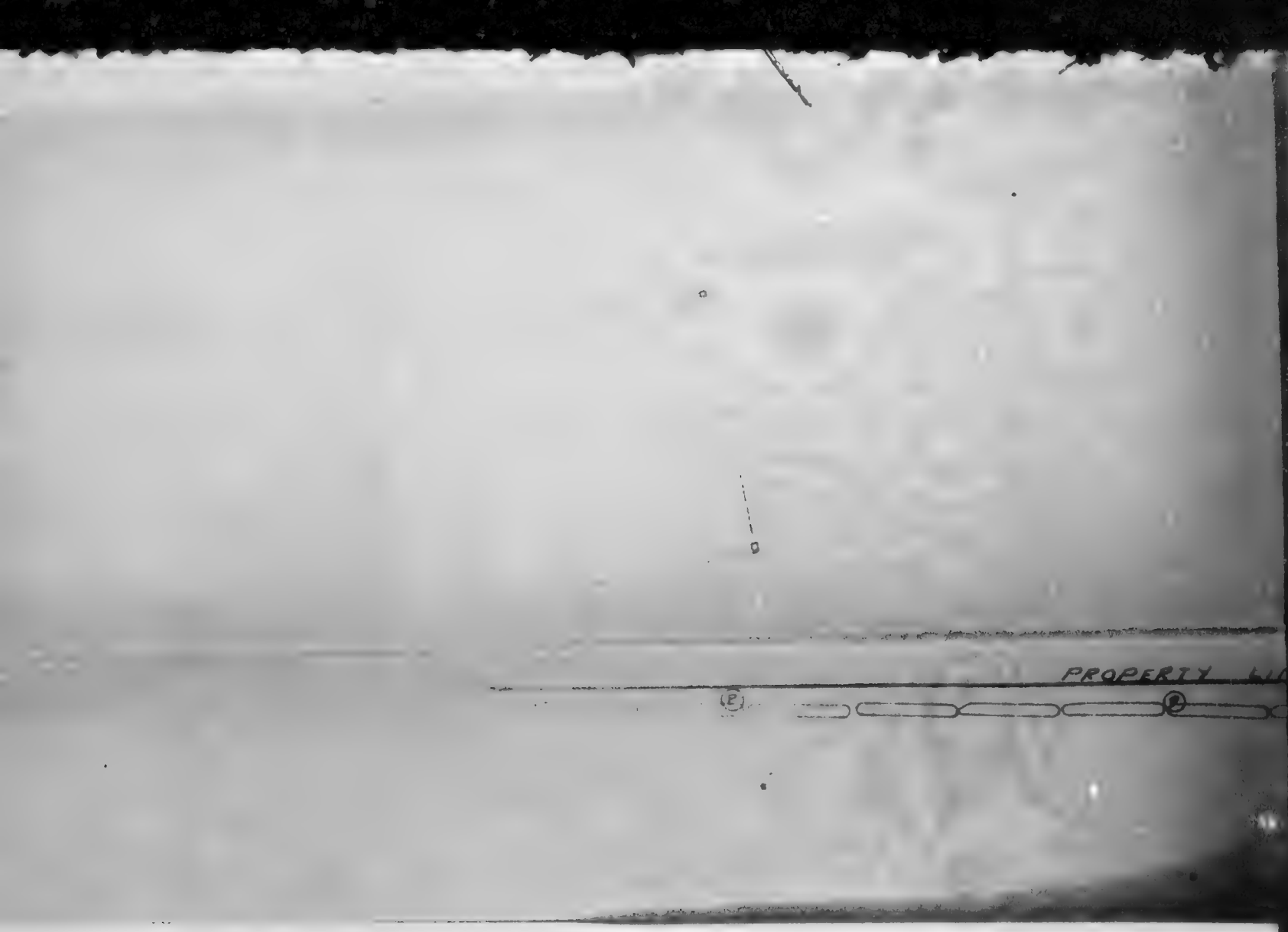
POWER POLE _ _ _ _ Ⓟ
WATER UNIT _ _ _ _ Ow
TREE (12"+) _ _ _ _
LARGE SHRUB _ _ _ _
MONUMENT _ _ _ _
SWING _ _ _ _
CONCRETE WALK _ _
SLIDE _ _ _ _
LOG BORDER _ _ _ _
WOVEN WIRE _ _ _ _
CHILDREN'S RIDES _ _

TENNIS COURTS

137'

PALMER AVE.

PINE WAY



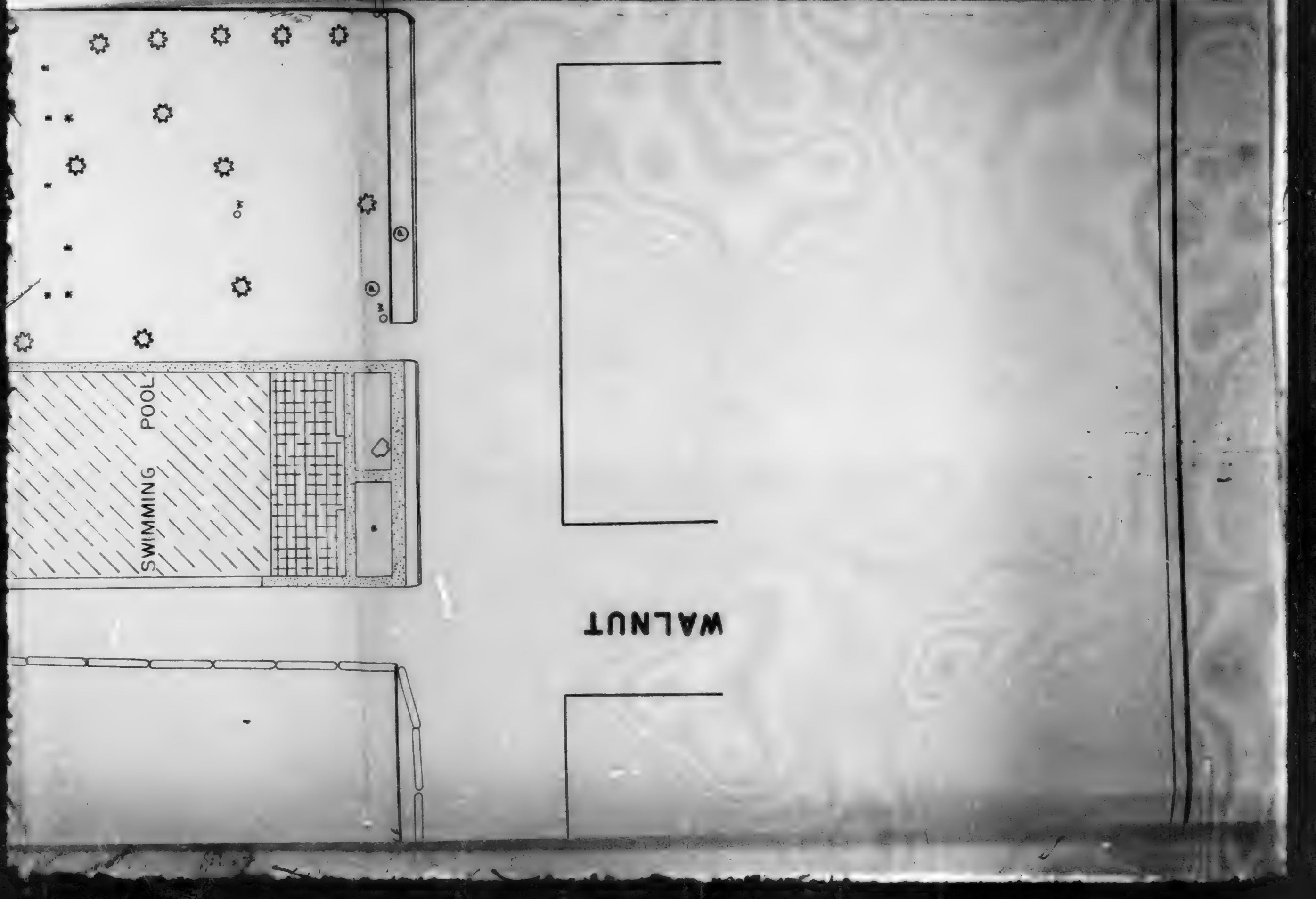
Specifications:

Parking 90 degrees—Along West Side of 45' paved area. Approximately 55 Spaces

Paved Area——2" Asphalt
6" Base Rock and Leveling Course

Curbs ——16" Concrete

All materials and workmanship to equal or exceed the 1970
OSHD Standard Specifications for Highway Construction.


POOL
SWIMMING
WALNUT

ALDER

PROPERTY LINE

WOVEN WIRE _ _ _ _
CHILDREN'S RIDES _ _

TENNIS COURTS

137'

PALMER AVE.

OAK ONE WAY

CEDAR ONE WAY

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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PIONEER PARK
DETAIL LOCATION

SCALE 1"=50'	DATE April, 1966	
CK.	CITY OF LA GRANDE	
DRWN R. G.	ENGINEERS OFFICE	NO →
CHK.	LA GRANDE, OREGON	

1775

MEMO TO FILES
October 26, 1971

Second Street Overcrossing
La Grande

Thursday, October 21, 1971, I met with Union County Judge Misener, La Grande City Manager Murray Snyder, Mayor Virgil Morris of La Grande, Consulting Engineer Wally Palmateer, and the La Grande City Engineer and City Recorder in the Union County Courthouse in La Grande to discuss the proposed 2nd Street bridge over the U.P. tracks.

I opened the discussion by stating that I was getting concerned about the publicity that had been released on this proposed project; namely, that this structure would be on 2nd Street even though this site appears to be the most expensive of three possible routes. Secondly, that the route had been chosen by a City committee whereas FAS routes are determined by County officials and, finally, that no route could be picked until hearings had been held. CH_2M and State had both made prior studies of three alternate routes, each of which required purchase of right-of-way, thereby assuring the citizenry a public hearing if anyone so desired.

At this time the question of construction time came up. I informed those present that timing would largely depend on complexities brought out at the hearing and whether this was a popular project and how many might openly dissent. Further survey and design, if by the State, must take its turn and would depend on availability of field crews and bridge design people. Murray Snyder then stated that he had checked into this situation and had been informed that if State designers were not available the State would commission private designers to design the structure. I questioned him as to his source of information but, of course, got no answer. I then stated that there must be some misconception regarding commissioning of some private firm because if an FAS-C project is not constructed, the State recovers its design expense from the County and this would be impossible if a private firm were involved.

During the following discussion the suggestion was made that for this particular project it might be best for the County and City if Federal monies were not involved. If it is determined that this project will be constructed without benefit of FAS funds, County aid will take the form of fill construction.

In my opinion this project will be accomplished by local funds.

It is also my opinion that if the Oro Dell truck route (North City Limits to 4th Street Section) is to be indefinitely postponed, the State might dispose of some of the right-of-way (thereby shortening the bridge structure) for a release from the City for construction of the route.

H. S. Cox
County and City Engineer

HSC:mm
cc: Tom Edwards
F. B. Klaboe
H. S. Coulter
W. H. Tebeau

2nd St Okng

795

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

October 15, 1971

Mr. H. S. Cox
County & City Engineer
State Highway Building
Salem, Oregon 97310

Dear Sy:

Referring to our letter of October 14, 1971, in regard to FAS Funds, we indicated anticipated FAS Funds of $100,000. For the sake of clarity the term includes $75,000 allocated from funds by the County, and $25,000 from the State. The local match is included in the bond issue.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

CC: Hon. Earle Misener
County Judge.

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2nd St Oxbow

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

October 14, 1971

Mr. H. S. Cox
County & City Engineer
State Highway Building
Salem, Oregon 97310

Dear Sy:

The City is discussing with Wally Palmateer of Oregon Bridge Engineering Co. the possibiility of that firm doing the engineering on the Second Street overpass. A preliminary estimate from that firm prices the structure out at $1,075,000, as compared to the State's estimate of $1,550,000. The prices quoted are without contributions of others.

We anticipate F.A.S. funds of $100,000, Railroad participation of $100,000, State participation of $97,500, making a preliminary net cost to the City of $777,500. Since F.A.S. funds are involved, we are wondering what the mechanics are as to the primary agency for letting contracts and responsibility for selection of engineers. Tentative date has been set for December 7 for the bond issue election.

Sincerely yours,

Murray D. Snyder
City Manager

MDS/mc

CC: Hon. Earle Misener
County Judge.

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La Grande
2nd St Xing

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 22, 1971

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

Dear Mr. Snyder:

Reference is made to your letter of September 15 wherein you indicate that it will probably be the desire of the City to utilize Second Street as the site of the bridge across the Union Pacific tracks.

At this point please refer to the letter of March 9, 1971, wherein you will note that recommendation would be made to update State's participation in this proposed project from $60,000 to ~~$97,500~~. I do not feel that we can justify a higher share.

If your bond issue is successful, please notify the Highway Division immediately so that steps may be taken to place this route on the County Federal Aid Secondary System (which action will make the bridge eligible for Federal participation, the amount of which will be determined by Union County). The above action will also enable the State to design the structure if County and City so desire.

It is suggested that your bond issue be resolved as soon as practicable so that arrangements for any necessary State surveys could be accomplished during the winter months.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
H. S. Cox
L. H. Young (enc.)

HSC:mm/FBK:ja

Form E-123

La Grande
2nd St Overlay

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

September 15, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Second Street Viaduct Committee met September 9 and unanimously recommended the Second Street to Second Street alignment as the route for the bridge. In light of the expected City Commission approval of this route, with the higher cost estimate of $1,550,000 for a 40 foot driving lane, it is thought that you may desire to revise your contribution for the construction of the Orodell Section upward.

As soon as your participation is confirmed, we plan a bond issue, approximately the middle of November.

A copy of your previous recommended allocation to the project is enclosed. We are also enclosing a copy of a letter from the P.U.C. indicating the Railroad's participation in the project for your information.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

Encl: 2.

cc: H. S. Cox
County & City Engineer
Salem, Oregon

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COUNTY & CITY SECTION
SEP 16 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

Klaboe - Tebeau
We are working on this as an FAS-C project, do you think we should extend our portion of cost ?? DonH.

8795

MEMO TO THE FILES
June 23, 1971

Up dated costs for three plans for the replacement of the Second Street Overcrossing in La Grande are tabulated below:

Plan 1 - Second to First Street Connection

	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$190,000		$20,000		
Structure	530,000		---		
Right-of-Way	---		---		
Estimated Cost	$720,000	+	$20,000	=	$740,000

This estimate assumes a bridge roadway of 32 feet and walkway on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $75,000 for this plan; using this cost (rounded to $80,000), the estimate is increased to $820,000, including right-of-way. It will cost an additional $200,000 to provide a 40-foot roadway on the structure making the cost for a continuous 40-foot roadway throughout $1,020,000.

Plan 2 - Second to Cedar Street Connection

	Overcrossing Segment "Y" Ave-Palmer Ave.		Street Segment Palmer Ave-Adams Ave.		
Grade & Pave	$170,000		$30,000		
Structure	440,000		---		
Right-of-Way	---		---		
Estimated Cost	$610,000	+	$30,000	=	$640,000

This estimate assumes a bridge roadway of 32 feet and sidewalks on one side. Bridge approaches and street improvement is based upon a 40-foot curb section. CH2M had a total right-of-way cost of $59,000 for this plan; using this cost (rounded to $60,000), the estimate is increased to $700,000 including right-of-way. It will cost $170,000 more for a structure having a 40-foot roadway width and sidewalk - total cost $810,000.

Plan 3 - Utilize Second Street and Present Bridge Site

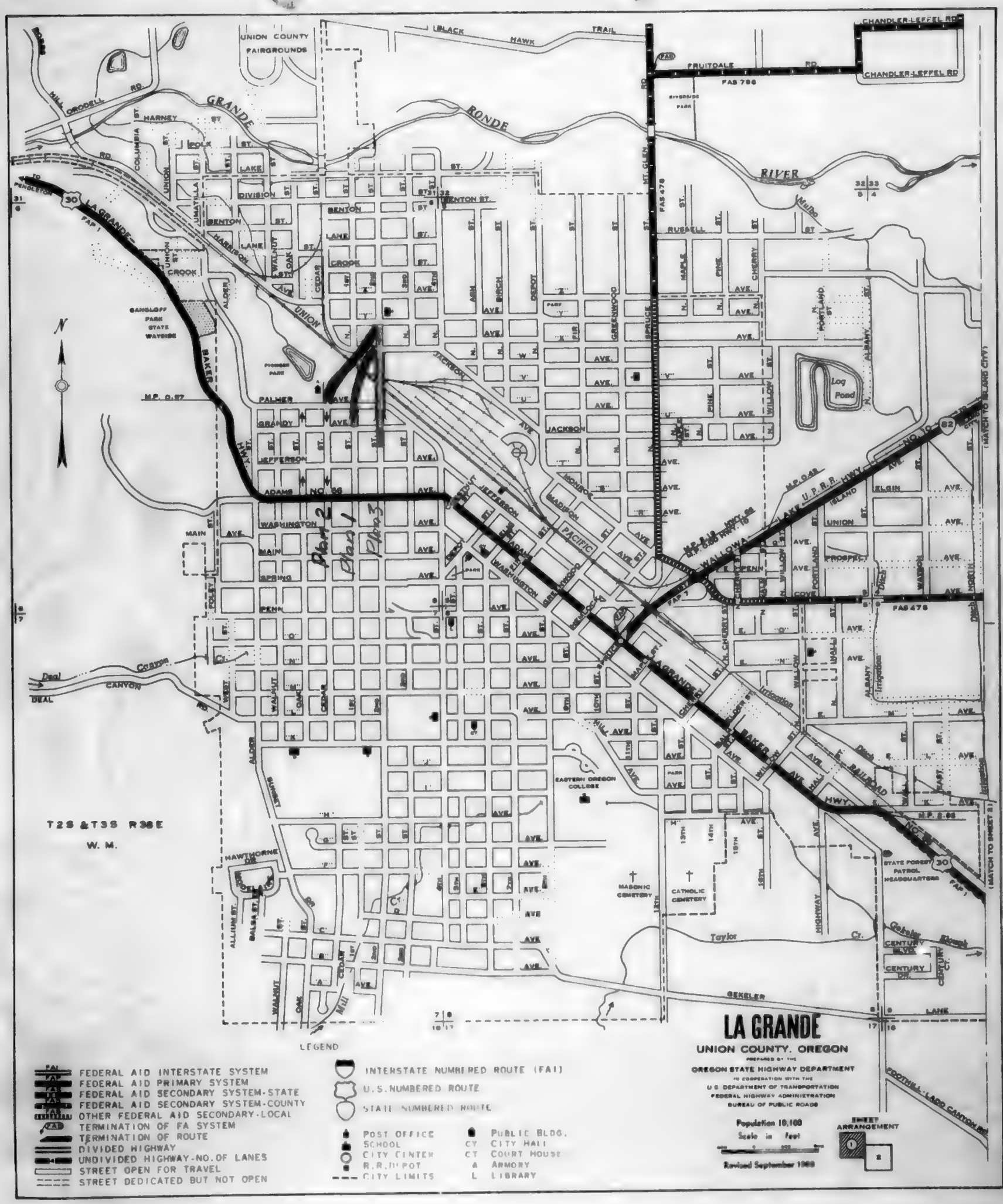
	Overcrossing Segment "Y" Ave-Grandy Ave.		Street Segment Grandy Ave-Adams Ave.		
Grade & Pave	$290,000		$20,000		
Structure	880,000		---		
Right-of-Way	---		---		
Estimated Cost	$1,170,000	+	$20,000	=	$1,190,000

This estimate assumes a bridge roadway of 32 feet and walkway on one side. Bridge approaches and street improvements are based upon a 40-foot curb section. CH2M had a total right-of-way for Plan 1 of $75,000, and it can be assumed that right-of-way cost for this plan would be similar; on this basis the total cost is estimated at $1,270,000. To provide a 40-foot roadway on the structure would increase the cost $280,000 or $1,550,000 for a continuous 40-foot roadway.

W. S. Cox
County and City Engineer

WHT:ljt

Data prepared by Bill Tebeau


UNION COUNTY FAIRGROUNDS
BLACK HAWK TRAIL
CHANDLER-LEPPEL RD
FRUITDALE RD
FAS 796
GRANDE RONDE RIVER
HILL ORDELL RD
HARNEY ST
ROCK ST
COLUMBIA ST
UNION ST
LAKE ST
DIVISION ST
BENTON ST
LA GRANDE
FAP 1
TO PENDLETON
30
CROOK ST
WALNUT ST
OAK ST
CEDAR ST
HARRISON AVE
SANGLOFF PARK STATE WAYSIDE
BAKER HWY
M.P. 0.97
PIONEER PARK
PALMER AVE
GRANDY AVE
JEFFERSON ST
ADAMS NO. 30
WASHINGTON AVE
MAIN ST
SPRING ST
PENN AVE
FOLEY ST
ALDER ST
WALNUT ST
CEDAR ST
MILL CREEK
Deal Canyon
DEAL CANYON
T2S &T3S R36E
W. M.
HAWTHORNE DR
ALLINE ST
BALSA ST
EASTERN OREGON COLLEGE
MASONIC CEMETERY
CATHOLIC CEMETERY
13TH
14TH
15TH
16TH
17TH
HIGHWAY
Taylor Cr.
Gekeler Branch
CENTURY BLVD
CENTURY DR
CENTURY CT
GEKELER
LANE
MT. GLEN
FAS 478
RUSSELL ST
MAPLE
PINE
CHERRY
GREENWOOD
SPRUCE
BIRCH
DEPOT
FIR
ASH
N. PORTLAND ST
N. ALBANY ST
Log Pond
JACKSON AVE
MADISON
PACIFIC
HONEYSOT
GRANDE RONDE
WILLOW
N. WILLOW
N. CHERRY ST
U.P.R.R.
M.P. 0.48
M.P. 0.00 HWY 82
M.P. 0.00 HWY 10
WALLOWA LAKE
NO. 82
ISLAND
ELGIN
UNION
PROSPECT
COVE
PENN
ORE
WATSON
FAS 478
Irrigation Ditch
ALBANY Irrigation
EAST RAILROAD
M.P. 0.00
HWY
NO. 82
STATE FOREST PATROL HEADQUARTERS
FOOTHILL-LAGRO CANYON RD
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
LA GRANDE
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 10,100
Scale in Feet
Revised September 1969
SHEET ARRANGEMENT
1
2

8795

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 23, 1971

Mr. Murray Snyder
La Grande City Manager
City Hall
La Grande, Oregon 97850

Dear Murray:

Enclosed please find report as discussed with you this date via phone. This report has been prepared by Mr. W. H. Tebeau, Assistant Program and Planning Engineer, and is passed on without recommendation.

One item, however, should be noted at this time and that is, if this structure involves federal funds, then it should be the same width as the street leading to it, namely 40' horizontal clearance.

Determination should be made as to which plan will be chosen for construction so that it may be placed on the County Secondary Road System. If County FAS federal funds are not used in the construction, then it would not be necessary to place this route on the secondary system.

Our traffic people have run some recent counts on 2nd Street with the following results. A recorder on 2nd Street, September, 1970, recorded 3,400 vehicles for a 24-hour period. A manual count was made during fair week at the intersection of 2nd and X Streets on August 23 and 28, 1970, and when adjusted to a 24-hour period indicated 4,400 cars of which 82 were 2-axle trucks and 3 were 3-axle trucks.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:lat
Encl.

8795

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1971

To:

SUBJECT: Second St. Overpass
La Grande, Oregon
Bridge 9069

Memo to the Files

A letter dated April 28 was received from Mr. W. H. Tebeau requesting "updated costs and a confirmation of the location as requested in the letter". The accompanying letter mentioned above is from Mr. Murray Snyder, City Manager of La Grande, and does not mention any one of the three possible railroad overcrossing sites.

About 1963 the Bridge Section made an estimate of a replacement structure on Second St. to replace the existing structure on existing alignment. In 1965 the La Grande City Commission executed an engineering contract with Cornell, Howland, Hayes & Merryfield to study the replacement problem.

CH_2M's report to the City Commissioners, dated July 30, 1965, studies two revised railroad crossing locations and recommends that the crossing extend from Cedar St. to Palmer Avenue across the railroad tracks at 90° and back onto Second St. at Y Avenue.

Because of the three locations I contacted Mr. Snyder by telephone today and he informed me that the alignment was not firm at this time and said that they were expecting the Highway Division to give them a recommendation on the crossing line to be used. He requested that up-to-date estimates of all three above-mentioned lines be prepared so that the final railroad crossing selection could be made. The Bridge Section will prepare structural estimates for the three lines indicated and furnish them to Mr. Tebeau at the earliest time possible.

IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:dh
cc L. H. Young
Attn. W. H. Tebeau /w/ xerox copies of figures 1, 1A, 2 and 2A from the CH_2M report to the City Commission.

F. B. Klaboe
A. E. Johnson
H. S. Cox
W. J. Hart

SP 52475-734

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APR 30 1971
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2nd St O Xing

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

April 27, 1971

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COUNTY & CITY SECTION
APR 28 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. W. H. Tebeau
Reconnaissance Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Tebeau:

Mr. Cy Cox of the City-County Relations Department suggested that I contact you in regard to the location and engineering costs on a new overpass structure over the Union Pacific Railroad on Second Street located within the City limits of La Grande.

The State Highway Department provided an estimate in 1963 on the cost of replacement of the present structure according to a report by C.H.2M. in which that firm also made a study.

We plan to have a bond issue September 21, 1971, on the City's share of the cost. We need an updated cost of the structure and confirmation on location. Attached is a letter from Mr. Porter indicating the design would be done by the State.

The procedure for placing the route on Federal Aid Secondary is in process and according to Cy Cox may take two months at the most. There appears to be little problem with placement on F.A.S. routing. We think we could move the process along if you could manage to take a look at this structure and give us a preliminary cost. We would be pleased to hear from you if this is possible.

Very truly yours,

Murray D. Snyder
City Manager

MDS/mc

Encl:

CC: Mr. Cy Cox, Engineer
State Highway Dept.

Earle C. Misener, County Judge.

8775

La Grande
2nd St O King

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

APR 16 1971

OFFICE OF THE ADMINISTRATOR

IN REPLY REFER TO:
EN-14

Honorable Robert W. Packwood
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

Your March 23 correspondence on behalf of Mrs. Joseph G. Nichols of La Grande, which was acknowledged on March 26 by Mr. A. B. Virkler Legate, Executive Secretary, has been referred to the Federal Highway Administration for reply. Mrs. Nichols has inquired about the availability of Federal funds to aid reconstruction of the structure separating Second Street and the railroad in La Grande.

Second Street in La Grande is not located on a Federal-aid highway system at this time. Therefore, Federal highway funds are not eligible for participation in the proposed project. However, if the State elects to initiate action under established procedures to designate Second Street as part of a Federal-aid highway system, upon approval of such action the proposed project would then be eligible for participation of Federal-aid funds if otherwise warranted.

We suggest that Mrs. Nichols contact the local city or county officials, requesting that they communicate with the State Department of Transportation at Salem to determine whether Second Street qualifies for designation as part of a Federal-aid highway system in Oregon. If such determination is affirmative, they may request that the State initiate action to accomplish the appropriate designation and to program the proposed project for participation of Federal-aid funds. Of course, the decision to initiate action for adding a route to a Federal-aid highway system or to program the proposed project for financing with Federal-aid highway funds remains the prerogative of the State.

We appreciate your interest in matters involving highway improvements and safety.

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

Enclosure:
Transmitted Correspondence

4-26-71
RETURNED TO
Copy

RECEIVED
COUNTY & CITY SECTION
APR 26 1971
☐ ENGR. ☑ COOR. ☑ UE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE

2907 North First Street
La Grande, Oregon
March 11, 1971

MAR 16 '71

The Honorable Robert W. Packwood
Senate Office Building
Washington, D.C. 20510

Dear Senator Packwood:

La Grande, Oregon is proposing a bond issue for a new Second Street overpass. The present structure was built in 1916. It is now a public nuisance and a hazard to both vehhicle and pedestrian traffic. Our fire trucks are all housed downtown, and the overpass is the only access to the Northside residences and school that cannot be blocked by trains. These fire engines are all over the weight limit for the viaduct.

In August 1970, the estimated daily use was 2000 vehicles.

The overpass has been discussed several times over the past ten years and we are at least closest to a bond issue than we have been before.

Oregon State Highway proposes in the future to build a truck route under the south side of the structure. A letter from Mr. R. L. Porter, State Highway Engineer, Salem, to La Grande City Manager Murray Snyder reads "If route added to FAS system, the state would design without cost to city or county and would recommend a contri ution of $97,500.

A total estimate of $804,000, for the project in 1970, with a 10% from railroad and county and state funds would leave the city financing $459,000.

The overpass serves a section of the city with many retired people on fixed incomes, who are not in favor of higher taxes.

What suggestions can you offer. Are there any Federal funds available that might apply to us. Any help in this matter would be greatly appreciated.

My sincere thanks.

Mrs. Joseph G. Nichols

Mrs Joseph G Nichols

8795

Union Co
Laterale
& 2nd St Overlay
FAS

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

March 31, 1971

Mr. H. S. Cox
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

City President Virgil Morris and City Manager Murray Snyder visited your office on March 29, 1971. In their converstation with you it was determined that clarification was needed because of a misinterpretation of the meaning of Federal Aid Secondary funds.

It was the County's intent that $75,000.00 of Federal funds be allocated to the construction of the Second Street structure. The 20% State funds would be in addition to the amount, as well as the local funds in the amount of 20%. The City would put up the local 20% to be administered through Union County.

We trust that this clarifies the matter. I shall be awaiting the necessary forms which need completing to expedite placing this route on the Federal Aid Secondary system.

Sincerely,

Earle C. Misener
County Judge

ECM/jl

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COUNTY & CITY SECTION
APR - 1 1971
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UPE ☐ CE ☑ RE ☐ RPE ☐

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City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon
963-7161

March 10, 1971

Mr. H. S. Cox
State Highway Division
Highway Building
Salem, Oregon 97310

RE: Second Street Overpass

Dear Mr. Cox:

We would like Second Street from Adams Avenue to Highway 30 Interstate Bypass be removed from the Type II System and placed on the Union County Federal Aid Secondary system.

We also desire that the cost estimates for replacement of the Second Street Overpass structure be determined in order that we can submit a bond issue to the citizens of La Grande on or about June 15, 1971.

The amount of the bond issue would be your estimate of cost less contributions of the Union Pacific Railroad, State of Oregon Funds of $97,500., and Union County's contribution of $75,000. (FAS Funds).

A copy of a letter dated March 9, 1971, from Mr. R. L. Porter concerning the project is attached.

Mr. Porter indicates in his letter that the State will design the structure without cost if the street is placed on the FAS system. Does the term design also include preparation of specifications and construction inspection.

Very truly yours,

Murray D. Snyder
City Manager

Earle H. Misener
County Judge

RECEIVED
COUNTY & CITY SECTION
MAR 8 9 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

Copy to Walt Hart
4-26-71 by HSC

MDS/mc

Encl:

2775

Second St Structure
La Grande
& Vi Union Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1971

Mr. Murray D. Snyder
City Manager
City of La Grande
Post Office Drawer 670
La Grande, Oregon 97850

The Honorable Earle C. Misener
County Judge
Union County
Post Office Box 1031
La Grande, Oregon 97850

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
ENGR COOR. CE AE
UPE CE RE RPE

Gentlemen:

Reference is made to your letter of February 24 regarding design and division of costs on the Second Street structure in La Grande. It is my understanding that you are considering adding the route to the FAS System, in which case the State will design this structure without cost to you.

As you perhaps recall, the State's discussion with you regarding a contribution toward construction of the structure was based on the cost of revising the present structure to accommodate the roadway of the Ore Dell-La Grande Section under the existing trestle approach. It was estimated that $60,000 was the cost of such revision. Although funds are no longer available for this section of highway for immediate construction, they might be in the future. It, therefore, appears practical to continue our plan for contribution so that at some future date the roadway can be constructed.

In view of this, I will recommend to the Highway Commission a contribution of ~~$97,500~~, which is the updated estimated cost for revision of the trestle.

I am asking our County and City liaison people to work with you in arriving at a formalized agreement for this work.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Tom Edwards
A. E. Johnson
F. B. Klaboe
V. D. Wolfe
H. S. Cox
Ivan Marchant L. H. Young, Frank L. Hall, H. S. Coulter

8795

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

February 24, 1971

Mr. R. L. Porter
Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The City of La Grande and County of Union are considering a project to replace the Second Street overpass, in La Grande.

County okay

We hereby take this opportunity of requesting that the State design the Second Street structure without charge to local jurisdictions.

In addition, we would like to remind the State of the previous financing commitment to the project in the amount of $60,000.00, which you may desire to update in view of inflationary forces. There has been at least a 40% increase in construction costs as near as we can determine since 1965. Tentatively, we are scheduling a bond issue for early June and therefore it will probably be necessary to get a design on the bridge before costs can be determined.

Should you accept this invitation to participate we will be happy to list the State of Oregon in our partnership venture as we know you are vitally interested in the elimination and improvement of the arterials.

Yours very truly,

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1971
ENGR. COOR. GE AE UE
UPE CE RE RPE

Murray D. Snyder
City Manager

Earle C. Misener
County Judge

MDS/mc

cc: Mr. H. S. Cox
State Highway Building
Salem, Oregon

9705

Si Cox

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 5

P. O. BOX 850 • LA GRANDE, OREGON • 97850 • Phone 963-3177

TOM McCALL
GOVERNOR

RECEIVED
MAR 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

February 27, 1970

Mr. Murray Snyder
City Manager
La Grande

Subject: Second Street Overcrossing
City of La Grande
Condition of approach spans

Dear Mr. Snyder:

In accordance with your request and our conversation of December 11, 1969, a visual inspection of the timber approach spans of the subject structure was made on Friday, February 18, 1970. Since you had informed us that the main spans of the structure had been studied by a consulting engineering firm, our inspection was confined to the approaches.

The superstructure (stringers, decking, etc.) appears to be fairly sound. The exterior stringers on the west side of the northerly approach show signs of heavy weathering, but we could see no evidence of crush, splitting or brooming which would indicate severe deterioration of the timber. Since no boring was done, it is possible that some decay has occurred within the members. One stringer on the northerly end was heavily decayed where it rested on the northernmost cap.

The condition of the substructure, or the part of the structure supporting the stringers, is not good. The sills which rest on the concrete pedestals near the ground show definite signs of decay, ranging from a mild splitting at the ends to an almost complete deterioration of the wood. Many of the posts which bear on these members have penetrated into this material. The caps, or members which directly support the stringers, are in much the same condition. Rot at the ends of these members is, in many instances, quite pronounced, and there is severe deformation in some of these members where they support the sidewalk. The posts between the caps and the sills appear to be showing little distress, although some of them are twisting and are severely cracked. Most of the bracing, both longitudinal and transverse, is in poor condition.

NOTED
HAROLD
REYNOLDSON

Determining the safe allowable loads for this structure would be very difficult. Obviously, the structure is functioning now, and there are no signs of distress in the materials other than from decay.

NOTED
P. B. Arenzaier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Mr. Murray Snyder

February 27, 1970

It would not be reasonable to expect the materials to continue to function as deterioration progresses, and the possibility of a failure in some areas is not unlikely. To assure the safe use of the structure, it would appear to us that repair work on the bents and replacement of other severely decayed material would be in order. We would estimate that this would probably involve about six weeks work for an experienced maintenance crew of six men.

We hope this gives you the information which you requested. Please contact this office if we can provide you with any further advice or data in this area.

H. S. Coulter
Division Engineer

By

C. O. Fredrickson
Assistant Division Engineer

COF:dj

cc: Tom Edwards
A. A. Rear
H. S. Cox

8795

FORM E-30 SOH 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
November 6, 1969

RECEIVED
NOV 7 1969
ENGINEER
COUNTY & CITY DIVISION

SUBJECT:

To: Mr. H. S. Coulter
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

CORRECTED COPY

Reply is made to Mr. Shirley's letter concerning the possibility of designing the Second Street Overcrossing for the City of La Grande.

While we do not normally design bridges for cities, you may advise the City Manager that we will furnish them a design for this crossing at our cost. We have inspected the Cornell, Howland, Hayes and Merryfield report concerning this crossing which was prepared a few years ago. We found two plans proposed. The design costs of the structures for either of these plans would be as follows:

Plan No. 1 (1st to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $8,500.

58-foot roadway with 5-foot sidewalk on one side, 360 feet long -- $13,000.

Plan No. 2 (Cedar Street to 2nd Street Connection)

30-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $8,000.

58-foot roadway with 5-foot sidewalk on one side, 330 feet long -- $12,000.

You may also advise the City Manager that, upon request, the Department will inspect the existing Second Street overpass and determine its safe load-carrying capacity. Mr. Rear can do this work on very short notice, after formal request from the City.

ORIGINAL SIGNED
TOM EDWARDS

NOTED
MANOR C. HOLMES

Tom Edwards
Assistant State Highway Engineer

Noted
Oscar H. Norberg

NOTED
RICHARD UNRUH

NOTED
P. B. Arensmeier

TE:ja

NOTED
R. H. PRANGE

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
H. S. Cox

NOTED
DON [illegible]

8795

NOTED
H. S. COX

May 9, 1969
(date)

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway Old Oregon Trail

Section Ore Dell-La Grande Section: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
MAY 14 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

May 12, 69
(date)

By Murray D. Snyder City Mgr

By _____
Commissioner

By NOTED
P. B. Arensmeier
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

PLANS FOR PROPOSED PROJECT

Grade, Pave and Structure

ORO DELL–LA GRANDE SECTION

OLD OREGON TRAIL HIGHWAY

UNION COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

FOR PROPOSED PROJECT

ve and Structure

LA GRANDE SECTION

EGON TRAIL HIGHWAY

UNION COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

8775

City of La Grande

ON THE OLD OREGON TRAIL

A GOOD PLACE TO LIVE

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

FROM THE OFFICE OF THE CITY MANAGER

La Grande, Oregon

December 28, 1966

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Mr. Ivan Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

The purpose of this letter is to confirm and make a matter of record certain understandings and statements that have been made to me as City Manager of La Grande during a period from June of 1964 to the present time.

Shortly after I arrived here in June of 1964, the City Commission decided and passed appropriate resolutions committing themselves to an investigation of the replacement of the Second Street overpass. The main reason for consideration at this time was that the overpass was considered to be functionally obsolete and with the State Highway Department constructing a new access into the City of La Grande it would be the only opportunity for the City to obtain financial participation on the part of the State Highway Department.

c.c. to Hollis
" " H. S. Cox

In authorizing a hearing before the Public Utilities Commissioner, the City Commission expressed their feeling that the proposition of financing the City's share of a new overpass would be presented in an election before the citizens of La Grande.

The City Commission authorized retaining Mr. Robert Hollis of Portland, an attorney specializing in Public Utility cases. Mr. Helm, the City Attorney; Mr. Hollis; the State Highway Department and myself met in the offices of the Union Pacific Railroad Company in Portland to request voluntary participation of the Railroad in the replacement of the Second Street overpass. The Railroad answered in effect that the overpass was adequate when it was constructed in 1917 and they considered it adequate today.

The City of La Grande was under the impression that for the expenditure of approximately $750.00 the State Highway Department Bridge Division would prepare a preliminary design and estimate of an overcrossing structure to replace the existing one. After the Union Pacific Railroad rejected voluntary participation, we received, per request, correspondence from the State Highway Department in which they advised us that the cost of a design and estimate

NOTED
IVAN D. MERCHANT

NOTED
DON HARWELL

would be about $7,500.00. At this time I requested permission from the City Commission to contact Cornell, Howland, Hayes & Merryfield for the purpose of asking them if they would be willing to prepare a preliminary design and estimate for $2,000.00 which was the amount we felt could be spent from that budget without adversely effecting City operations. It should be noted that Cornell, Howland, Hayes & Merryfield were assured fair consideration for the final engineering and construction of the project should the final result be a new structure. After due consideration, Cornell, Howland, Hayes & Merryfield did agree to prepare a preliminary design and estimate for this figure. The City Commission authorized a contract with Cornell, Howland, Hayes & Merryfield. The contract was signed, the design and estimate completed, and a hearing held September 21, 1966.

We are now awaiting the examiner's report. Following receipt of the report it is the intention of the City to inform the people of the findings of the examiner and conduct an election so that the residents of the City may have the opportunity of authorizing or rejecting the replacement of the present structure.

If you have questions or need additional information, please call or write.

Yours very truly,

Bruce J. Clausen
City Manager

BJD/mc

CC: Mr. Robert R. Hollis

City Commissioners:
Hermann
Wylde
Millering
Orr
Snider
Commissioners elect:
Morris
Thielen

FORM E-1 [illegible] 8OM 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 18 1964
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

La Grande
2nd Street Xing

NOTED
H. S. COX

NOTED
P. B. Arensmeier
November 17, 1964

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
NOV 18 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLIS

Cornell, Howland, Hayes & Merryfield
Consulting Engineers
411 North First Street
P. O. Box 829 Boise, Idaho

Attention: Mr. Harry H. Hajdell
Project Engineer

Gentlemen:

Record 13125.0

As requested by your letter of November 9 I am enclosing one print of the vicinity map, Drawing No. 17127, and one print each of like numbered drawings designated as Estimate No. I and Estimate No. II. Copies of Estimate No. I for Plan No. I and Plan No. II are also enclosed. These drawings indicate a proposed span arrangement and estimates for Plans No. I and Plan No. II for reconstruction on 2nd Street. I believe data requested in your letter is indicated on either the estimate sheets or the enclosed drawings.

AASHO design specifications are used by this Department and as indicated the proposed structure would be designed for H20S16-44 loading with a 30' roadway and a 5' sidewalk on the northeast side.

At a meeting late in July with Mr. Claussen, City Engineer of La Grande, it was tentatively decided to investigate a new alignment for the overcrossing. This new alignment would begin at the intersection of 2nd Street and "Z" Avenue northerly of the tracks and across the tracks at approximate right angles and come down to grade southerly of the tracks immediately south of Palmer Avenue on Cedar Street.

No field work had been done on this proposed line but it was believed by all present that this would make a very good alignment and at much less cost for the structure over the tracks and the proposed four-lane street entrance into La Grande.

NOTED
V. R. JONES

At the present time our standard handrail drawings are being revised to the new AASHO strength requirements. These drawings will be completed in the near future and at that time prints of the same will be sent you.

Please advise if there is anything further that we can do to help you in this matter.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/ms
Enclosure

cc: Mr. A. F. Parsons
Mr. H. S. Cox

8795

T/A tripartite contractive

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

October 13, 1964 — La Grande, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

CONSTRUCTION DIVISION
RE
OCT 15 1964

NOTED
R. H. PRANGE

NOTED CE ACE ACE COE

NOTED
R. M. ALLISON

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

At their October 7, 1964 regular meeting the Commission of the City of La Grande approved a contract with Cornell, Howland, Hayes and Merryfield to prepare a P.U.C. map, a preliminary design, and a preliminary estimate of cost for a new Second Street overpass.

With the execution of this contract the decision has been made to proceed with a P.U.C. Hearing to determine a distribution of cost for a new structure.

If you have further questions, please call or write us.

NOTED

Yours truly,

Bruce J. Clausen
City Manager

cc: Carl G. Helm, Atty.
A. F. Parson, Div.Engr.
La Grande, Oregon

RECEIVED
OCT 23 1964
ENGINEER
COUNTY & CITY DIVISION

COPIES TO:
L P SHAW
L H YOUNG
I D MERCHANT
F D MORGAN
H S COX
A F PARSON
J W VALENTINE
10-22-64
Z

WITH COPY OF ARTICLE FROM
LA GRANDE OBSERVER
ISSUE OF OCTOBER 14, 1964

Firm In Low Bid On Viaduct Survey Work

THIS ARTICLE TAKEN FROM LA GRANDE OBSERVER ISSUE OF OCTOBER 14, 1964

By BOYD HAGEN
Observer Staff Writer

A second firm has submitted an apparent acceptable bid on survey and bridge area map work in the vicinity of the 2nd Street viaduct for the city of La Grande.

City Manager Bruce Clausen informed that the firm of Cornell, Howland, Hayes & Merryfield, consulting engineers, Boise, Ida., submitted a proposal for the survey, agreeing to complete the work for $2,000.

The work will be a preliminary survey to the proposed construction of a new viaduct, replacing the existing 2nd Street overpass, now considered inadequate.

PUC Hearing

The survey and area map will be presented as evidence at a Public Utilities Commission hearing which, pending voter approval during a special election next spring, will be held to determine the division of cost between the State Highway Department, the city of La Grande and the Union Pacific Railroad.

The initial contract for this survey was with a Portland firm, Moffett, Nichol & Taylor, whose bid was in excess of $7,000. This amount is as great as the city exected to pay for the entire PUC proceedings.

"Earl Reynolds Jr., partner in the Idaho firm, originally informed me of their interest in working out an agreement with the city," Clausen said. "The Boise firm is doing the State Highway Department's work in Idaho, and Reynolds, during a recent visit to this city, discussed the local viaduct survey with City Attorney Carl Helm Jr., and myself."

Highway Department

Oregon State Highway Department officials informed city commissioners that construction of the north entrance of the thruway in this city would bisect the south ramp of the existing railroad overpass and, they said, if the city desired to construct a new bridge, the Highway Department would pay the construction costs of a new south ramp instead of rebuilding the existing one.

According to contracts now in force with the Union Pacific Railroad, the portion of the structure passing over the tracks is the railroad's responsibility to maintain and re-construct, if required.

Railroad officials, however, are

FIRM

Continued From Page 1

presently has a 10-ton load limit sign posted at each ramp. One of La Grande's fire trucks cannot legally cross the overpass due to excessive weight.

Inspections show that several of the timbers supporting the bridge have rotted ends, exposing connecting bolts and, in some instances, the timbers have split at the bolts.

Inspect Viaduct

Clausen, a certified engineer, and commissioners have inspected the viaduct and stated that the structure is not adequate and they expect it will become unserviceable in the near future.

If the construction is done at this time, the city will have to pay approximately one-third of the construction cost instead of half at a time when Highway Department funds are not available.

The viaduct is rapidly approaching an unsafe condition, according to city spokesmen, and is still adequate and have stated that they will provide funds only in amounts necessary to keep the overpass in an operative condition.

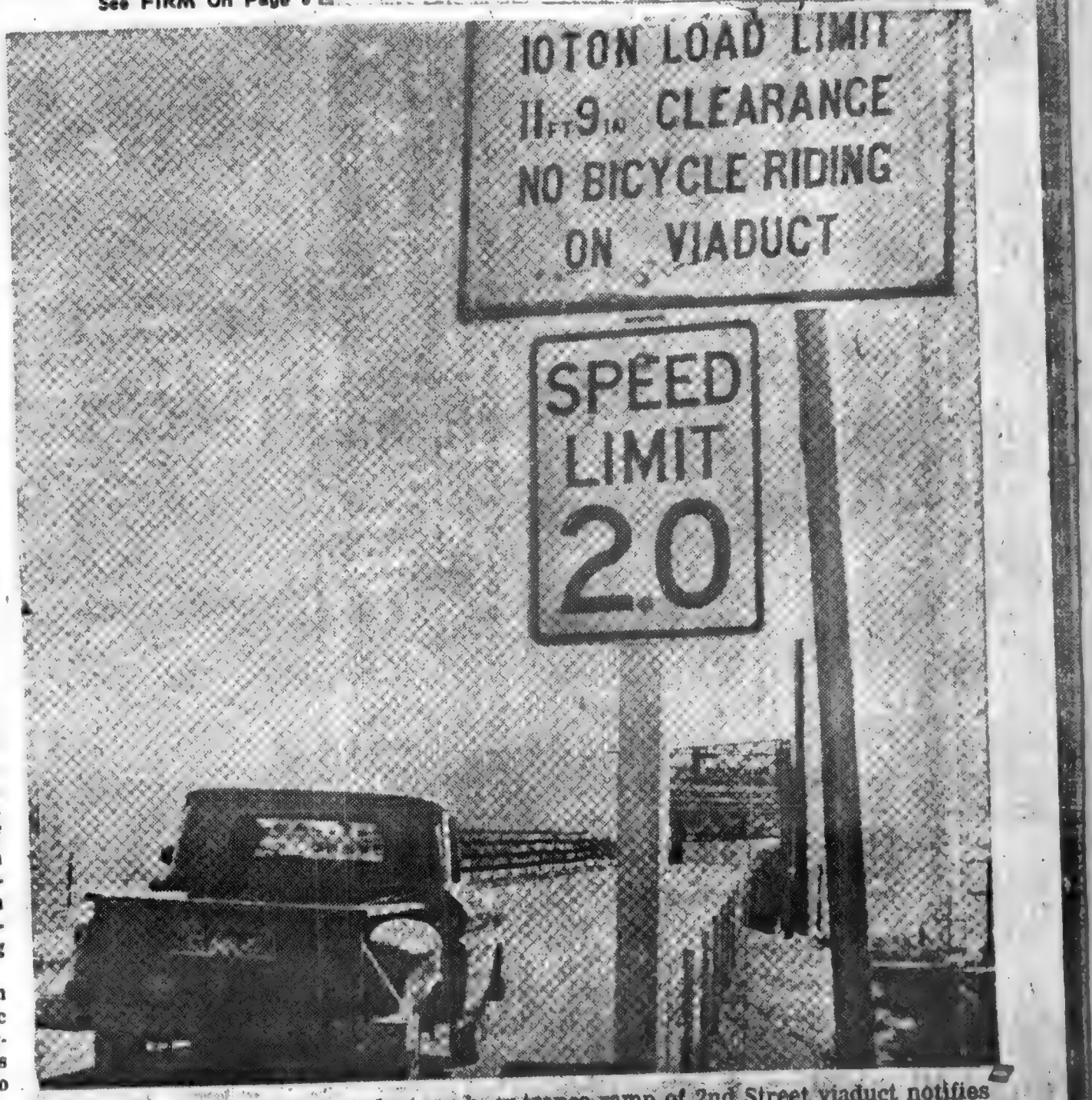
See FIRM On Page 6

Study Data

Many of the supports are cracked for a distance of one-third their entire length and, for the most part, repairs consist of two-inch planks nailed over the affected area.

On the north end of the bridge, the entire structure is sagging on one side of the entrance ramp, and on the south end the stone and mortar pier has a crack running its entire depth.

Following completion of the engineering study, compilation of information will be made by Portland attorney Robert Hollis, who specializes in PUC hearings.



LOAD LIMIT — Sign posted at each entrance ramp of 2nd Street viaduct notifies of clearance and weight limit. One La Grande fire truck cannot legally cross over. (Observer Photo)

page

8775

La Grande

NOTED
H. S. COX

FORM E-30 REM 12-58 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
DON HARWELL

Salem, Oregon
August 7, 1964

To: MEMO TO THE FILES

SUBJECT: Second Street Railroad Overcrossing
Oro Dell-LaGrande Section
Old Oregon Trail Highway
Union County

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
V. R. JONES

In Mr. H. S. Coulter's Memotandum dated August 3, 1964, he mentioned a meeting was to be held with representatives of the City of LaGrande, the Union Pacific Railroad Company and the State Highway Department in attendance. This meeting was held on August 6, 1964, in the offices of the Union Pacific Railroad Company in the Pittock Block in Portland. Attending this meeting were the following people:

A. V. Didier	Ass't. Div. Engineer, UPRR Co.	Portland
R. E. Haacke	Division Engineer, UPRR Co.	Portland
W. G. Johnson	Division Superintendent, UPRR Co.	Portland
John Reuling	General Attorney, UPRR Co.	Portland
C. A. Thompson	Ass't. to Gen. Mgr., UPRR Co.	Portland
Carl Helm	City Attorney	LaGrande
Bruce J. Clausen	City Manager	LaGrande
Robert Hollis	Attorney	LaGrande
Ivan D. Merchant	State Highway Department	Salem
H. S. Cox	State Highway Department	Salem
T. W. Litchfield	State Highway Department	Salem

The City presented a proposal for rebuilding the existing Second Street Viaduct so as to cross the railroad tracks approximately at right angles at a point about 400' northwesterly from the existing structure. In order to accomplish this work the City desires to have the railroad and the Highway Department assist in the cost of this structure. The Highway Department's position was stated to be that we would probably stand the cost of that portion of the new structure which crosses over the proposed right of way of the above-captioned project. The railroad indicated their

RECEIVED
AUG 10 1964
ENGINEER
COUNTY & CITY DIVISION

participation might be an amount equivalent to the saving in maintenance they would realize by having this new structure in place of the existing structure.

Inasmuch as the railroad constructed the existing bridge at their own cost in 1916 and has since maintained that portion of the bridge which lies over their right of way, the City feels the railroad is obligated to a greater degree than has been stated.

The City requested the State to make a survey and produce preliminary plans and estimate for the proposed structure, but this request was oral. We requested the City to make their request in writing prior to August 17, so that we may take appropriate action at our pre-schedule meeting on that date.

It is likely that we will find it necessary to postpone this section of the Old Oregon Trail Highway for at least a year pending action of the City in regard to this structure.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porter
P. M. Stephenson
L. P. Shaw
L. H. Young
I. D. Merchant
H. S. Cox
A. F. Parson

8795

NOTED
R. H. PRANGE
8-6-64

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Ivan D. Merchant	State Highway Department	Salem
T. W. Litchfield	" " "	"
H. S. Cox	" " "	"
A. V. Didier	Asst. Divn. Engr. UPRR Co.	Portland
R. E. Haacke	Division Engineer "	"
W. G. Johnson	Division Superintendent UPRR	"
John Reuling	General Attorney UPRR	"
Carl Helm	City Attorney	LaGrande
Bruce J. Clausen	City Manager	"
Robert Hollis	Attorney	"
C. A. Thompson	Asst. to Gen. Mgr. UPRR Co.	Portland

NOTED
V. R. JONES

* * * * *

The above named persons attended a meeting in the Supt office (Pittock Bldg) 8-6-64

Following points were brought out.

Request for Survey & proposed new site to be in to the Hwy Dept prior to Aug 17, '64

Any sized project must have deposit to cover estimated Cost of Survey.

H. Dept Estimates re-Construction of present Str (State Share) at $60,000

H. Dept will Contribute for Str. over H Dept R/W.

Question; Is RR willing to assume any part of new Str. cost?

Answer; Probably So.

City of La Grande

COMMISSION-MANAGER FORM OF GOVERNMENT
SINCE 1913

IN THE GRANDE RONDE VALLEY - - THE BLUE MOUNTAINS - - NORTHEASTERN OREGON

La Grande, Oregon

August 3, 1964

RECEIVED
AUG 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON MAXWELL

Mr. Robert R. Hollis
1121 Equitable Building
Portland, Oregon 97204

Gentlemen:

With the purpose of discussing the design, location, and sharing of costs of a new Second Street overpass within La Grande, we have arranged a meeting at 2:00 P.M. Thursday, August 6, 1964.

The meeting is to be held in the offices of the General Manager of Union Pacific Railroad. These offices are in the Pittock Block.

Mr. Helm, La Grande City Attorney, Mr. Hollis, and myself will be representing the City of La Grande. From Mr. Ivan Merchant, Bridge Engineer of the State Highway Department, we understand that Mr. Stephenson Assistant State Highway Engineer, Mr. Cox, Engineer of City County Division, will be attending the meeting. Mr. Johnson advised me on the phone that he and the engineer for the railroad would be there.

Thanks for your cooperation in setting up this meeting.

Yours truly,

Bruce J. Clausen

Bruce J. Clausen
City Manager

BJC/jw

CC: A. F. Parsons

Notified 8-4-64 P.M. Stephenson
Ivan Merchant
Ted Litchfield
Si Cox

Gen Mgr. W.D. Johnson.

Cox

FORM E-26X 60M 8-63 40008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 3, 1964

SUBJECT:

To:

Memo to the file:

NOTED
[illegible] HARWELL

In a recent edition of the La Grande evening observer there was an article stating that the City of La Grande was considering requesting placing on the November ballot a bond issue for payment of the City's portion of the cost of reconstructing the Second Street Viaduct. When in this division Mr. Merchant, Mr. Rear and myself met with Mr. Clausen, La Grande City Manager, and discovered that this is the case.

The city has obtained an opinion from an attorney in Portland, familiar with PUC matters, indicating a probability that the railroad would be partially responsible for reconstruction of this viaduct. The city hopes to obtain this participation from the railroad, some help from the Highway Department and B.P.R. in lieu of the need for rebuilding the existing structure and to finance the balance of the project by local bond issue which should go to the voters this fall.

The first step will be a joint meeting between the City of La Grande, U.P. Railroad and the State Highway Department, presumably to be held in Portland sometime in the near future. Mr. Clausen was advised that a representative of the Highway Department would be glad to meet with the City & U.P. Railroad at any time either in Portland or La Grande.

The result of this proposal if it actually takes place, would appear to be either a postponement of the award of the Oro Dell-La Grande Section and/or elimination of the structure modification from this proposed contract.

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: F. D. Morgan
H. S. Cox
I. D. Merchant

RECEIVED
AUG 6 1964
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 12-63 8795

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1964

RECEIVED
JUL 22 1964
ENGINEER
COUNTY & CITY DIVISION

Mr. Robt. E. Hollis
1121 Equitable Bldg.
Portland 4, Oregon

Re: Second Street Overcrossing
Approach Reconstruction
La Grande, Oregon
Bridge No. 9069

Dear Sir:

Enclosed please find two prints each of four drawings indicating the proposed reconstruction of the southerly approach to the Second Street overcrossing in La Grande.

Sheet No. 1 is the plan and elevation drawing indicating the portion of the existing approach, which it is proposed to remove and rebuild to permit the construction of the 4-lane NI line. As noted on this drawing, it is proposed to remove and reconstruct 149 feet plus or minus of the existing frame trestle approach. The 48 foot, 4-3/4 inches steel beam span immediately south of the existing pier carrying the overcrossing truss was requested by the railroad to permit them free access east and west along their right-of-way and communication lines. The 77-foot steel beam span is to span the 4-lane structure section. As you will notice, the intention is to rebuild this portion of the approach to the same width as now exists, with a sidewalk on the easterly side as is now in place.

Drawing No. 17127 is the vicinity map covering the immediate area of Second Street and indicates in a general way the existing structure with approaches. Sheet No. 2 is a drawing indicating the proposed structure section, and Sheet No. 6 is a plan and profile of the area immediately adjacent to Second Street.

The intersection of the NI centerline and Second Street centerline is at NI Station 1030+89.55 POT equals Second Street Station 13+78.59 POT, with an angle of intersection of 48 degrees, 48 minutes, 45 seconds. The structure section underneath the Second Street approach is indicated on Sheet No. 2 as the 4-lane section NI, Station 992+50 to Station 1041+50.

Your attention is called to the proposed temporary stairway indicated on the plan and elevation drawing. Specifications will provide that the contractor must provide access through the work for pedestrians who may wish to use the stairway to cross the railroad tracks.

For your further information, I am enclosing a copy of a letter dated June 11 to the Union Pacific Railroad regarding this crossing. I believe this letter will be self explanatory and may answer some questions which you may have.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:vt
Enclosures

cc: A. F. Parsons-w/att.
H. E. Cox-w/att.

Bridge dwg 906 9a

8795

Slight - Mrs. Mayes - No yes

Bridge owned by ?

does city have easement to cross tracks. get copy if found.
maintained by present owners.
new 2nd st structure. to be untreated timber.

LA GRANDE

Scale 0 800 1600 2400

temporary stairway to be built by state.

Rev. 4-3-52

city recorder

City maintains both approaches to Steel Span.

R/R maintains steel span

present structure. 16'± width 4' sidewalk ±

request width 30'

Robert Orr Dist Engr RR.

8775

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

9-10-63
Is the
(conbination
Hwy/Rlandon
agreement. —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 8, 1963

RECEIVED
AUG- 9 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

RECEIVED
AUG- 9 1963
ENGINEER
COUNTY & CITY DIVISION

City of LaGrande
LaGrande, Oregon

Attention: Mr. David C. Slaght
City Manager

NOTED
R. H. PRANGE

Re: Estimate for Proposed
2nd Street Railroad O'Xing
Bridge No. 9069

NOTED
V. R. JONES

Gentlemen:

Your letter of June 26 to Mr. A. F. Parson, Division Engineer, requests a preliminary estimate of cost for the reconstruction of the existing 2nd Street O'Xing. I am enclosing two (2) prints of the vicinity maps, Drawing #17127, which cover different structures and which maps are noted as "Estimate No. 1" and "Estimate No. 2".

Preliminary estimates have been made for two complete structure layouts; however, each has been based on a 30' roadway and one 5' sidewalk on the easterly side of the proposed structure.

The structure indicated on Drawing 17127, Estimate No. 1, has a grade line which provides 24' above base of rail over the railroad tracks and 15' of vertical clearance at the center line of X Avenue and Grundy Avenue. In order to provide the 15' of clearance over these existing structures, a total length of structure of 1,769' is required. As indicated on the drawing, portions of this structure length will consist of retaining walls to form a filled abutment, slab spans over X Avenue and Grundy Avenue, reinforced concrete deck girders or prestressed, precast concrete beam spans with 430' of steel spans over the track areas. Our estimate of cost for this structure is $714,000.00, which amount includes 18% for engineering and contingencies. The estimate of $714,000.00 has been broken down into 4 parts, as indicated on the drawing.

Drawing 17127, Estimate No. 2, covers a structure 1,384' in overall length. This structure has grade lines with 6% ascending and descending grades which are assumed to be the maximum that should be used because of winter snow and ice conditions. This grade line would close X Avenue and Grundy Avenue. It might be pointed out that Grundy Avenue could be relocated to pass under the South approach northerly from its present location. The 1,384' structure is estimated to cost $572,000.00, which again includes 18% for engineering and contingencies. This estimate has been broken down into 4 parts as indicated on the drawing.

714,000 +
572,000
1,286,000

In both cases, the estimates have been made on the assumption that spread footings for foundations would be used throughout. If pile foundations were required, as the result of future foundation investigations, the cost of the structure would be materially increased. This is a rather expensive structure because of the extensive railroad tracks to be crossed and the bad skew angle of the crossing. Prior to reconstruction of this structure, it would seem that a thorough investigation should be made of other locations which would cross the railroad tracks at more nearly a right angle. A considerable reduction in cost could be achieved in the structure if this were possible.

I am sending prints of the vicinity maps to Mr. Parson, who will be able to answer any further questions that you may have regarding this structure. The cost estimates listed herein should be considered in the nature of preliminary estimates only, and are made for the purpose of giving you a general idea of the cost of reconstructing the existing 2nd Street Overcrossing.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:vt
Enclosures

cc: Mr. A. F. Parson w/enc.
Mr. H. S. Cox

8795

NOTED
Harold C. Ayers

April 3, 1963

NOTED
JOHN D. GRAHAM

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
V. R. JONES

Dear Mr. Parsons:

In compliance with the provisions of PPM 20-8(1) dated June 16, 1959, the Mayor of La Grande was notified by letter dated January 5, 1962, of the Highway Commission's plans to construct the West City Limits-Fourth Street Section of the Old Oregon Trail (US 30) in La Grande. Public notices were published in the "Eastern Oregon Review" and "Evening Observer."

Under date of January 26, 1962, the Highway Commission received a letter from the city requesting a public hearing on the proposed project. Under date of March 16, 1962, the city was notified that the Highway Commission would hold a hearing in the city hall on April 17, 1962, starting at 2 p.m. The hearing was held on that date.

A transcript of the hearing and copies of correspondence are attached.

The State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

H. S. Cox
County and City Engineer

By

John D. Graham
Office Engineer

JDG:mm
Att.

2795

May 25, 1962

Mr. David C. Slaght
City Manager
City Hall
La Grande, Oregon

Dear Mr. Slaght:

On April 17, 1962, I contacted you regarding the 2nd Avenue Viaduct in the city of La Grande, inquiring as to maintenance on this structure and informing you that the Highway Department is considering improving the highway entrance to La Grande and, as such, a portion of the above named structure would be reconstructed. At that time I left some preliminary plans with you for your study and you were going to advise this office as to the wishes of the City regarding this structure. You mentioned a possible desire to have this structure widened, possibly via a cooperative effort by City and State.

The department plans are rapidly taking form and I would suggest that the City act at once if they desire any special consideration being given to the above named structure, advising as to width desired and extent of financial cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

K. S. Cat
County and City Relations Engineer

KSC:mm
cc: G. S. Paxson
H. L. Porter
Ivan Merchant

8795

NOTED
V. R. JONES

COPY FOR MR. H. S. Cox
From Floyd Query, Secretary

NOTED
H. S. COX

RECEIVED
JUN 14 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Oro Dell-La Grande Section of the Old Oregon Trail Highway in Union County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, a public hearing was held in the City of La Grande on April 17, 1962, in accord with State and Federal laws; and

WHEREAS, after due consideration of said survey, field notes, transcript of the hearing, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Oro Dell-La Grande Section of the Old Oregon Trail Highway, beginning at Highway Engineer's Station 976+65 just south of Grande Ronde River and extending in a southeasterly direction to Highway Engineer's Station 1042+40 at the intersection of Fourth Street and Jefferson Avenue in the City of La Grande, together with the map which for identification purposes bears Survey Approval Map File No. 1R-3-1328 and the date of March, 1962, (Right of Way Map No. 8B-23-18, dated October, 1961), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a highway with limited access control.

May 25, 1962

Survey Rec. #254

Cancelled - See Survey Rec 257a 12-18-74

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Old Oregon Trail Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 25th day of May, 1962, as Survey Resolution No. 254.

8795

NOTED
JONES

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
R. H. PRANGE

MEMO TO THE FILES
4/20/62

Tuesday, April 17, I met with Mr. David C. Slaght, City Manager of La Grande, concerning the 2nd Avenue viaduct. I gave Mr. Slaght a copy of the preliminary plans for future study and told him that the State planned to rebuild the present 2nd Avenue timber structure in kind.

Mr. Slaght was unable to furnish a copy of any franchise or maintenance agreement but told me that the City maintained that portion of the structure outside the railroad right-of-way. This statement was later confirmed by Mr. Robert Orr, Engineer for the Union Pacific Railroad Company. Mr. Orr made an objection at the hearing - namely, the lack of a service road to some of their buildings westerly from the 2nd Avenue structure. He indicated that possibly a change in bent placement would correct this situation.

After the hearing I again contacted Mr. Slaght regarding the 2nd Avenue structure. He stated that he would like to see a wider structure built as the present one is too narrow. He will, in the near future, make this request in writing and outline a possible cooperative plan to effect the desired plan change.

This office is requesting a copy of the maintenance agreement between the Union Pacific Railroad Company and the City of La Grande from Mr. G. H. Baker, Superintendent; Union Pacific Railroad Company; 2525 N. Larrabee; Portland 17, Oregon.

R. S. Cox
County and City Relations Engineer

RSC:mm

cc: G. S. Paxson
R. L. Porter
Ivan Marchant
F. D. Morgan

8795

NOTED
V R JONES

NOTED
U.S. COX

April 20, 1962

NOTED
DON HARWELL

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

NOTED
R.H. PRANGE

NOTED
JOHN D. GRAHAM

Dear Mr. Baker:

The Oregon State Highway Department is considering improving the highway entrance to La Grande, Oregon, and the 2nd Avenue viaduct is involved in that a portion of the southerly approach must be rebuilt to accommodate the new highway facility.

This office would appreciate having a copy of the maintenance agreement between your company and the city of La Grande and also a copy of any franchise for right-of-way encroachment that the city may have regarding this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. S. Cox
County and City Relations Engineer

RSC:mm

cc: G. S. Paxson

8795

NOTED
Harold C. Ayers

FORM E-30X 50M 2-60 36119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
DON HARWELL

Salem, Oregon
April 3, 1962

SUBJECT: No. City Limits - 4th St. (La Grande)
Old Oregon Trail Highway
Union County

To: Mr. W. T. Wright
Right of Way Engineer
Office

NOTED
R. H. PRANGE

Attached are descriptions and authorization, together with two sets of plan and profile prints, covering the subject section.

The public hearing is to be held April 17, 1962, the survey is to be approved in May, the R/W has not been programmed, the City agreement has not been approved, the project will probably be contracted the first half of 1963 and the Chief Designer has examined the project.

Please return 4 copies of the railroad description (File 34189) for transmittal to Mr. Paxson.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Const. Engineer

Attach.

FDM:lw

cc: L. H. Young
H. S. Cox

RECEIVED
APR - 4 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

8795

NOTED
C. G. SWENSON

NOTED
H. S. COX

RECEIVED
APR 13 1960
ENGINEER
COUNTY ... RELATIONS

NOTED
JOHN D. GRAHAM

LOCATION PROSPECTUS
~~NORTH~~ West CITY LIMITS-4TH STREET (LA GRANDE) SECTION
OLD OREGON TRAIL HIGHWAY
UNION COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Old Oregon Trail Highway, which is a State Primary facility on the Federal Aid Primary system. The westerly terminus is at the easterly end of the Oro Dell overcrossing. The easterly end is at Fourth and Jefferson Street in La Grande. The overall length of the project is 1.25 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on revised alignment. 0.75 mile of this project is within the city limits of La Grande.

The general route was laid by A. F. Parson. Reconnaissance has been made. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 3,200 and the projected (1978) ADT is 3,200, assuming the La Grande Bypass to be operative by 1978. Maximum grade and curvature will be 5 per cent and 6 degrees (except for a 20-degree curve at the Fourth Street connection). Traffic warrants a Class "A" highway with typical sections as follows:

From Oro Dell to Second Street - 24-foot traveled way with 10-foot shoulders.

From Second Street to Fourth Street - 44-foot curbed street section.

There will be no provisions for a climbing lane or future four-laning on the rural section. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle of the existing facility are 165 feet and 315 degrees respectively. The revised alignment has a rise and fall of 123 feet and a central angle of 138 degrees.

This will be an arterial highway on which access will be limited to specified connections including the existing highway, Alder Street, Cedar Street, and the railroad property north of Palmer Avenue.

There are no interchanges or railroad crossings. The south timber approach span of the Second Street undercrossing will be replaced. There are no major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base, and Wear	3½" A. C.
Top Course, Base	2 " 3/4"-0 Crushed
Bottom Course, Base	19 " Coarse Crushed
Total Depth	24½"

Material is available from a local State-controlled source.

Agreements with city and county will be necessary concerning the vacating of certain streets in La Grande and in the platted area of Oro Dell.

There are no State parks or roadside rest areas affected by the project.

April 8, 1960

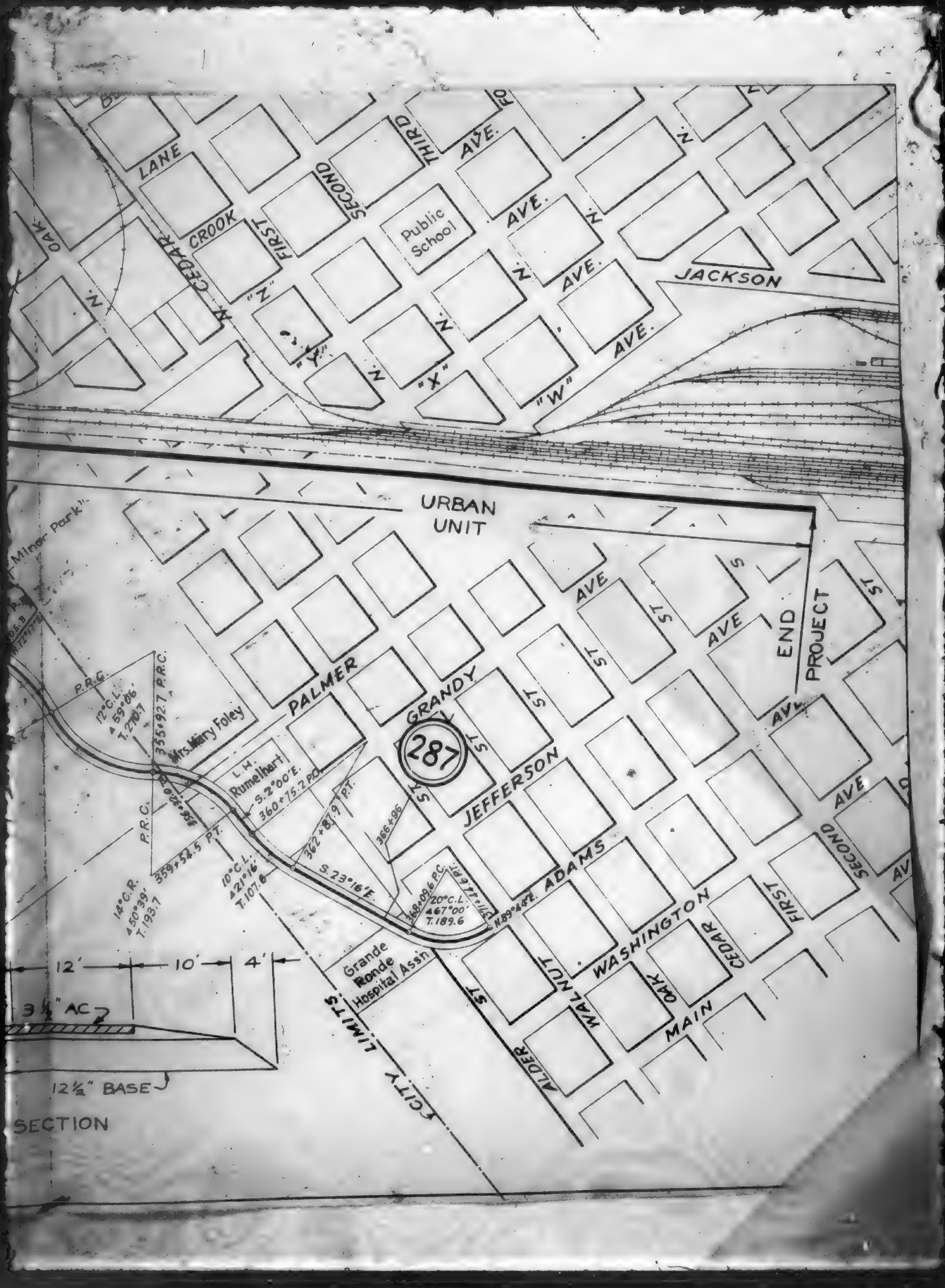
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (2)
J. C. Hiatt
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

HARNEY ST
COLUMBIA ST
POLK ST
LAKE ST
UNION ST
UMATILLA ST
DIVISION ST
ALDER ST
WALNUT ST
N. 1ST ST
RIVER
RURAL UNIT
ORO DELL BLVD.
S.47°34'E.
S.45°00'E.
S.82°10'E.
S.88°57'W.
S.28°37'E.
PROJECT BEGIN
5°C.R. Δ18°37' T.187.8
1°C.R. Δ2°34' T.128.4
10°C.R. Δ16°33' T.83.3
8°C.R. Δ34°54' T.225.2
5°C.R. Δ16°50' T.99.6
325+82.3 P.T.
329+73.2 P.C.
332+29.9 P.T.
336+98.6 P.C.
338+64.1 P.T.
351+00.2 P.R.C.
R.38E.
R.37E.
GRANDE RONDE PARK (City-owned)
50'
60'
30'
30'
4'
10'
12'
2° LEVEL
TYPICAL SE
6"

ORO DELL OVERCROSSING
TO
4TH STREET, LA GRANDE

OLD OREGON TRAIL HIGHWAY
UNION COUNTY
PROSPECTUS SKETCH 2-18-60


LANE
CROOK
OAK
CEDAR
FIRST
SECOND
THIRD
AVE.
Public School
"Z"
"Y"
"X"
"W"
JACKSON
URBAN UNIT
Miner Park
PALMER
GRANDY
287
JEFFERSON
ADAMS
WASHINGTON
MAIN
ALDER
WALNUT
CEDAR
OAK
FIRST
SECOND
AVE
ST
PROJECT END
CITY LIMITS
Grande Ronde Hospital Assn
Mrs. Mary Foley
L.H. Rumelhart
P.R.C.
P.R.G.
12°C.L. Δ 59°06' T. 270.7
355+92.7 P.R.C.
S.2°00'E. 360+75.2 P.O.T.
362+81.9 P.T.
366+96
S.23°16'E.
359+52.5 P.T.
10°C.L. Δ 21°16' T. 107.8
14°C.R. Δ 50°39' T. 193.7
368+09.6 P.C.
20°C.L. Δ 67°00' T. 189.6
N.89°44'E.
12'
10'
4'
3½" AC
12½" BASE
SECTION

1978 Millican Cr. (Lafayette) 8796
Sec. of Pacific Hwy. W.
(Grading & paving)

C+A 6654 7-20-78

#7796 C C files L

INDUSTRIAL INDEMNITY COMPANY

Portland Division
421 S.W. Sixth Avenue
Portland, Oregon 97204
Telephone (503) 222-6811

3 July 1980

Mr. Thomas C. Miller, Vice President
C. C. Meisel Co., Inc.
P.O. Box 206
McMinnville, Oregon 97128

RE: ROY L. HOUCK CONSTRUCTION CO.
Contract No. 8796, Millican Creek (Lafayette Section)
of Pacific Highway West in Yamhill County

Gentlemen:

We acknowledge, without prejudice to any and all rights and defenses under our bond, receipt of your letter of June 12, 1980.

We will discuss this matter with our principal and you may expect to hear further from us by July 22, 1980.

Very truly yours,

INDUSTRIAL INDEMNITY COMPANY
K. M. Brophy
Bond Manager

no reply necessary for now
NOTED
FRAN NEAVOLL

cc: Roy L. Houck Construction Co.
Department of Transportation ✓
Rollins Burdick Hunter, Eugene

KMB/cls

RECEIVED
JUL - 9 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Kacsey Richards
Jackmond Berg
Hopkins JUL 8 1980 Inlest
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

#8796

HIGHWAY
CONSTRUCTION

C. C. MEISEL CO., INC.

files

CRUSHED
QUARRY ROCK

BOX 206
McMINNVILLE, OREGON 97128
TELEPHONE 472-2109

June 12, 1980

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, Oregon 97204

Re: Roy L. Houck Construction Co. Contract No. 8796, Millican Creek (Lafayette Section) of the Pacific Highway West in Yamhill County.

Gentlemen,

This is to request that you perform your obligation according to the terms of your bond on the above referenced project. You were notified by letter from the Department of Transportation by Mr. C. W. Head on December 19, 1979 that Roy L. Houck Construction Co. owed our company a balance of $1,003.23. To date this has not been paid and we expect you to perform.

Sincerely,

T. C. Miller

Thomas C. Miller, Vice President

cc. Roy L. Houck Construction
cc. Department of Transportation

NOTED
FRAN NEAVOLL
no reply necessary
fw

RECEIVED
JUN 17 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 19, 1980

AGR

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, Oregon 97128

Attn: Wanda Gehl
County Clerk

Gentlemen:

In accordance with Misc. Contracts & Agreements No. 6824 on the Williams Creek (Lafayette) Section of the Pacific Highway, County shall, prior to commencement of the work deposit with State the sum of $4,000.00, said sum being County's agreed maximum share of the cost of the project.

Bids have been taken and the contract was awarded on 8-2-78. The request for the $4,000.00 at that time was apparently overlooked; as the project is now completed we would like to clear our records.

Please make your check in the amount of $4,000.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFN:gf

bcc w/AD # 720: Vern Elsog - Please return completed AD # 720 when check is received.
Phil Stearns, Region 2 Federal Aid Engineer

8776

YAMHILL COUNTY
Oregon

BOARD OF COMMISSIONERS

June 12, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 19 1978

TAA Holmes ✓ File: PM FA LG OP

Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

This letter is in reference to the Millican Creek Landfill Project West of the City of Lafayctte on U.S. Highway 99W.

At a hearing on June 7, 1978 before the Yamhill County Board of Commissioners, a conditional use permit was approved for the Oregon Department of Transportation for the use of a fill in the flood plain to replace the existing bridge.

Our Planning Staff recommended approval of the project with a condition that a left turn refuge to County Road #204 be installed at the west end of the project. Our County Road Dept. strongly concurred in the condition. In order to expedite the permit, the Board did not include the condition in the approval although a great deal of the testimony at this hearing related to a left turn problem.

cy Mocking
Vanella
Hunt
Tarpin
Potter
Boyle
Region II
6-19-78

The Board of Commissioners would like to support our staff and the public and do strongly recommend to the Department of Tranportation that a left turn refuge lane be developed for this project. The County is interested enough to consider assisting in the local match for federal funding.

Please contact Commissioner Armstrong or Mr. Bill Gille for further information. Thank you for your consideration.

Respectfully,

John P. Macaulay

John P. Macaulay, Chairman

Colin Armstrong

Colin Armstrong

Ted Lopuszynski

Ted Lopuszynski

RECEIVED TRANSPORTATION SERVICES JUN 15 '78 REFER TO FOR

6-19-78 Litchfield making contact with Potter agreement for $5000. Ell

cc: Y.C. Planning Dept.
Y.C. Road Department

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

8746

GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

4-3-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
Ten	3	Yamhill	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-3-80	Vincent J. TAbor, Assistant Area Engr		BRF-F-9-2(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-22-79	1-30-80	110 %	200 Calendar workdays
APPROVED EXTENSIONS	**LOCATION**		
11-29-79 22 days	State Route 99W, Washington Street (Lafayette) W. 0.739 kilometers		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The project provided for construction of a structural plate culvert section at Millican Creek. The completed work was inspected and acceptance recommended on July 10, 1979.

Overall project costs were originally estimated at $791,550 and the estimated final cost at $786,633 for an underrun of approximately 0.6 percent.

All appropriate data has been received and final acceptance is recommended.

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
Reasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/7 cvf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by Vincent J. Tabor Vincent J. Tabor		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Assistant Area Engineer	DATE 4-4-80	TITLE Field Operations Engineer	DATE 4-4-80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8796

February 1, 1980

Industrial Indemnity Co.
421 S. W. 6th
Portland, OR 97204

COM 5
#8796

Attention: Bond Department

Gentlemen:

Contract No. 8796 awarded to Roy L. Houck Construction Co., for work on the Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County was completed on June 22, 1979, and accepted by the State Highway Engineer on January 30, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 7, 1980.

You have been previously notified of claims filed against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Roy L. Houck Construction Co.
2705 Lancaster Dr., NE
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

98940

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 20 1979
NORMA PAULUS
SECRETARY OF STATE

December 19, 1979

IN REPLY REFER TO
FILE NO.:
CON 5
#8796

C. C. Meisel Co., Inc.
Box 206
McMinnville, OR 97128

Attention: Thomas C. Miller
Vice President

RECEIVED
DEC 20 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your claim letter of December 11, 1979, informing us that Roy L. Houck Construction Co. owes you a balance of $1,003.24.

Your letter states this is in reference to the Roy L. Houck Construction Co. Contract No. 8796, Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County. The Industrial Indemnity Company furnished the bond on this contract.

We will advise the surety and the prime contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

C. W. Head

NOTED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

kkr

cc: Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

RECEIVED
DEC 21 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON
12-24-79 kkr.

HIGHWAY CONSTRUCTION

C. C. MEISEL CO., INC.

CRUSHED QUARRY ROCK

BOX 206
McMINNVILLE, OREGON 97128
TELEPHONE 472-2109

December 11, 1979

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem; Oregon 97310

Re: Millican Creek, Lafayette Section, of Pacific Highway West, in Yamhill County, Oregon.Contract No. 8796.

Mr. Head,

We have furnished crushed rock on the above referenced job to the Roy L. Houck Construction Company, bonded by Industrial Indeminity Co., for which there is a balance due of $1,003.24.

We have tried to collect this account on numerous occasions with no success. We would appreciate your assistance on this matter.

Sincerely,

C. C. Meisel Co. Inc.

By T. C. Miller
Thomas C. Miller, Vice President

RECEIVED
DEC 13 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8796

Oregon State Highway Division

VICTOR ATIYEH
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8796

November 29, 1979

RECEIVED
STATE HWY ENGR
NOV 30 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

Re: Time Extension Request
Millican Cr. (Lafayette) Section
FAP No. BRF-F-9-2(3)
Contract No. 8796

Your request for additional contract time on the above project has been very carefully reviewed. A time extension of 22 calendar workdays is granted due to extra work performed. No adjustment of time is made for quantity overruns and underruns and no additional time is given for the claimed liquid asphalt shortage.

This time extension will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
Robert Church
FHWA

STATE OF OREGON

Highway Construction — DEPT.

378-6318 — TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8796

TO: Memo to File

DATE: November 29, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Millican Cr. (Lafayette) Section
Contract No. 8796
FAP No. BRF-F-9-2(3)

The contractor on the above project, Roy L. Houck Construction Company, has requested a 33 calendar day extension of contract time. The contractor bases his request on bid item quantity overruns for Embankment in Place, Embankment Foundation Excavation and Granular Embankment; on extra work; and on a liquid asphalt shortage. Significant contract times and dates are:

Contract awarded	August 2, 1978
Work started	August 17, 1978
Contract time specified	200 calendar workdays
Time used	222 calendar workdays

It appears that bid item quantity overruns were offset by bid item quantity underruns on this project. The original contract bid item amount was $672,825.50 and the final contract bid item amount was $670,234.73, or an underrun of 0.4%. A review of bid item overruns and underruns together with a review of the job progress chart does not indicate any apparent delays due to bid quantity variations. No additional time is recommended due to bid item quantity overruns.

A review of the project records and progress chart indicates that four items of extra work appear to have caused delays on the project. Price Agreement No. 1 provided for the excavation of unsuitable subgrade material. This work was performed during November, 1978 and was the only project activity for four workdays. Extra Work Order No. 1 provided for the revision of a storm sewer and this work required one additional workday. Extra Work Order No. 2 provided for additional excavation of unsuitable subgrade material and installation of perforated drain pipe. This work was done in May and June, 1979 and appears to have delayed completion by 12 workdays. Extra Work Order No. 3 provided for the construction of a Cul-De-Sac and required three additional workdays.

Delays resulting from the above extra work amount to 20 workdays or 28 calendar workdays (20 x 1.4). This time should be granted.

The contractor's claim of delay due to a liquid asphalt shortage is unsupported by him or by data known to us. It appears that the contractor may have been shopping the market to find the best price. No additional time is recommended for this claimed delay.

Contract time overran on this project by 22 calendar workdays. As indicated above, extra work appears to have delayed completion by some 28 calendar workdays. It is therefore recommended that a time extension of 22 calendar workdays be granted and all liquidated damages be eliminated.

This is a Federal aid project. FHWA concurrence is not required.

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
Robert Church
FHWA

8796

~~file~~ LW
Yamhill

ROAD DESIGN SECTION

Warren Mueller
Resident Engineer

October 4, 1979

Lyle K. Watson
Design Engineer Supervisor

Subject: Millican Creek (Lafayette) Section
Pacific Highway West
Yamhill County

We acknowledge receipt of your construction narrative on the subject section.

This was the last of three projects that had been set up to use the metric system. I note that you had the same problem in thinking metric that we had during the design period.

This was a particularly difficult project to prepare plans for because of the environmental, permits, right-of-way, etc., problems which seemed to carry through to the construction stage.

Your comments and suggestions will be taken into account on future projects.

LKW:ja

cc C. T. Keasey
C. O. Fredrickson

8796

COM 5
#8796

September 28, 1979

Don & Lotis Construction Inc.
P. O. Box 363
Lafayette, OR 97127

Attention: Lotis R. Hanks

Gentlemen:

Reference is made to your letter of September 21 informing us that Roy L. Houck Construction Company still owes you interest.

Our records indicate this is in connection with the Roy L. Houck Construction Co., Contract No. 8796 in Yamhill County.

We are sending a copy of your letter with the statement to the Industrial Indemnity Company, which is the surety company on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Industrial Indemnity Company
421 S. W. 6th
Portland, OR 97204
Attn: Bond Dept.

Roy L. Houck Construction Co.
2705 Lancaster Dr., NE
Salem, OR 97303

9/28/79 noted on card

DON & LOTIS CONSTRUCTION INC.

P. O. BOX 363 - 3rd & MADISON - LAFAYETTE, OREGON 97127 - PHONE (503) 864-3120

9/21/79

Mr. Cecil Head
Mgr. of Commission Services
Dept. of Transportation
Room 121, Transportation Bldg.
Salem, OR 97310

Re: Roy L. Houck Construction Co.
2705 Lancast er Drive N E
Salem, OR 97301

Contract #8796

Grading and paving, Millican Creek, Lafayette OR
Pacific Highway, West, Yamhill County, Oregon

Surety: Industrial Indemnity Co.

Dear Mr. Head:

Please refer to attached copy of our 8/8/79 letter regarding above captioned contractor.

We were paid for original charges but not accumulated interest. Can anything be done about collecting this? Current statement is attached.

Very truly yours,

Lotis R Hanks bc

Lotis R. Hanks
DON & LOTIS CONSTRUCTION INC.

LRH/bc

Encs/2

RECEIVED
SEP 24 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8/8/79

Mr. Cecil Head
Mgr. of Commision Services
Dept. of Transportation
Room 121, Transportation Bldg.
Salem, OR 97310

Re: Roy L. Houck Construction Co.
2705 Lancaster Drive N E
Salem, OR 97301

Contract #8796

Grading and paving, Millican Creek (Lafayette)
Pacific Highway, West, Yamhill County, Oregon

Surety: Industrial Indemnity Co.

Dear Mr. Head:

Please refer to our letter of 8/6/79. We have today received Houck Construction Co. check for $1577.00. You will note that this amount does not cover our interest charges for $23.65, and we request that these interest charges be referred to the surety company.

Very truly yours,

Lotis R. Hanks
DON & LOTIS CONSTRUCTION INC.

LRH/bc

COPY

RECEIVED
SEP 24 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Collectors	NO. 3	NO. 2	NO. 1	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV.	DEC	NO BAL.
FOLLOWUP				OLDEST ITEM												

STATEME

DON & LOTIS CONSTRUCTION INC.
P. O. BOX 363 486 3RD STREET
LAFAYETTE, OREGON 97127
PHONE 864-3120

Date 9/21/79

Roy L. Houck Construction Co.

2705 Lancaster Drive N E

Salem, OR 97301 585-5572

TERMS: No finance charge is made on accounts paid within 30 days of purchase. Past due accounts will, on our billing day, be charged 1½% per month, which is 18% annual percentage rate.

DATE	Description	Charges	Credits	Balance	Previous Balance
5/14/79	Inv 3252	323 00		323 00	—
5/15/79	Inv 3253	304 00		627 00	323 00
5/16/79	Inv 3254	323 00		950 00	627 00
5/17/79	Inv 3255	304 00		1254 00	950 00
5/18/79	Inv 3256	323 00		1577 00	1254 00
7/17/79	Int.	23 65		1600 65	1577 00
8/8/79	ck #13465		1577 00	23 65	1600 65
8/17/79	Int	35		24 00	23 65
9/17/79	Int	36		24 36	24 00

8748

September 14, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent
Easement Agreements
File 50084
Refer to: HRW-OR/X Ref: FF-27(11)

Since I have not yet received your response to my August 1 letter regarding the subject matter, I would like to pass on to you a couple of comments received from the Burlington Northern Railroad regarding the inclusion in the easement of a paragraph requiring the Highway Division to provide retaining walls should the Railroad need to utilize the property in the future for their purposes.

Burlington Northern has pointed out that the particular paragraph has been used verbatim and in several modified forms in easements with other states where Federal funds were utilized. The use of the paragraph was predicated upon past practices and has been found acceptable by other states.

They also indicate that the dollar value applied to this taking is not representative of full market value, but of approximately 80% of what they feel market value would be. Granted, their appraisal is considerably higher, but appraisals are subjective and entail a considerable amount of judgement value on the part of the appraiser.

RECEIVED
STATE HWY ENGR
SEP 17 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

As we have discussed the settlement of July 7, 1978, a copy of which is attached, was based on many factors; owner's appraisal, cost of litigation, etc. and was in the best interest of both the Oregon Transportation Commission and Federal Highway Administration.

Once again I request approval of Federal participation in the entire settlement.

JBB:jk
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Jack Sollis
Roger Trygstad

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT DEPARTMENT

Lobby 2
Central Building
Seattle, Washington 98104
Telephone (206) 625-6682

Oregon State Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97301

September 6, 1979

Attention: J. B. Boyd, Right-of-Way Manager
Your reference Warren to Scappoose Section, Columbia River Highway, Columbia County, Right-of-Way File 50084.

Gentlemen:

Reference your letter of June 29, 1979, relative to an easement in favor of the State of Oregon covering the State's use of a portion of our right-of-way at Scappoose and Warren, Oregon.

As we indicated in our letter of June 11, 1979, we had circulated your request for local review. It was felt at that time, as now, that as the easement document by its language restricts our future use of the right-of-way to a manner that is "not inconsistent" with easement granted, Paragraph III should be retained. The subject paragraph has been used verbatim and in several modified forms in easements with other states where Federal participating funds were used. My point being that the inclusion of this particular paragraph in this easement was predicated upon past practices and established safeguards that have been in use for years. If there is a significant likelihood that some heavy construction would be required to permit both railroad and highway use in the future, then I think it is important to dispose of the question of who pays and such promises not be lost.

The dollar value applied to this taking, in fact, is not representative of full market but of approximately 80% of what we feel full market would be, market value being defined as the price the property would bring on the open market with a willing buyer and a willing seller, neither of which are being forced to buy or sell. Replacing the easement with a permit would not be appropriate as our permits are typically for an indefinite period of time and are billed and reevaluated at 5 year intervals.

Hopefully, this will further clarify our position concerning Paragraph III and our determination value.

Sincerely,

R. P. Stafford
Real Estate Representative

File: RE 1771 Scappoose to Warren, Oregon

cc: Mr. Roger D. Trygstad, Railroad Utility Engineer

RECEIVED
SEP 11 1979
RR & UTILITY UNIT

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 7, 1978

Salem, Oregon

FILE:

FROM: J. B. Boyd
Right of Way Manager

TO: Files

SUBJECT: Settlement
Burlington-Northern Railroad
File #40084
Warren-Scappoose Section
Lower Columbia River Highway

I discussed the proposed settlement with the Burlington-Northern Railroad in the amount of $31,045+ for permanent easements and $615 for temporary easements on the above subject file with Mr. Glenn Jackson, Chairman, Oregon Transportation Commission. The file is complicated by our review appraisal of $9810. The railroad is indicating that before a permit of entry will be granted we must agree to a fee value of the permanent encroachments based on $3,120 per acre. Some question has arisen as to the appraised value of the land as our first appraisal indicated a cost of $3500 an acre. A subsequent study of comparable sales indicated a changed value of $2000 per acre. The first appraisal was based on a lesser interest which indicated both appraisals being approximately the same dollar value.

Several reasons were related to Mr. Jackson as to why this settlement would be accepted:

1. Time Frame of the Contract: The contract funds are those about to expire in October requiring we let this contract in August or the early part of September.

2. Condemnation: We are unable to condemn the railroad on this throughway except through a PUC proceedings and then requesting the Federal Government to exercise their right of eminent domain. This would be both time consuming and costly.

3. The fee values are reasonable and within an area of judgment depending on the comparable sales utilized. There is a distinct question as to whether the Railroad should not receive values approximating fee ownership because we are utilizing the surface of their land in such a way as to make their enjoyment of the land difficult.

4. Cost to Cure: If in analyzing the project the railroad would request cost-to-cure valuation the difficulties for instance in double-tracking would surely exceed the $31,000 which they are requesting.

CONCLUSION: I recommended to Mr. Jackson that this settlement be accepted based on the above reasoning and he agreed that this was obviously the best way to proceed. Mr. Trygstad was requested to proceed with negotiations with the Railroad and documentation that would approve the settlement figure.

JBB:lb

cc: Glenn Jackson
Roger Trygstad

RECEIVED
JUL 10 1978
RR & UTILITY UNIT

REFERRED TO

Beard Stoudenmayer
Cole Sample
Eriksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr.

MILLICAN CREEK (LAFAYEETE) SECTION
PACIFIC HWY. WEST YAMHILL COUNTY
CONTRACT # 8796 PREFIx 36-1078
JOB NARRATIVE

The project started August 17, 1978, after a long hard process of 5 hearings before various planning commission groups.

The last hearing was before the Yamhill County Board of Commissioners, who overruled the Planning Advisory Commission, granting the State permission to fill in a flood plain.

The contractors operations began with the clearing of trees and brush from the job site and the installation of construction signing.

The contractor decided to use the State Quarry site as a source for fill material. This area was covered with Oak, Vine Maple and large bushes of Poison Oak.

It was anticipated that the rock from the Quarry would become hard and suitable for Rip-rap, but it was easily ripped with the teeth on a Bulldozer.

The contractor used a D-9 Cat bulldozer to feed a 988 Cat front end loader, loading the Belly Dumps and Dump Trucks that hauled the material th the fill site.

The County road and the City of Lafayette street showed distress during the hauling operation and an agreement between those agencies and the contractor was mediated by the Resident Engineer, in that the trucks would keep their speed and weights down. Several checks with city Radar did much to keep the speed legal in the city. Provision should have been made in the contract to repair damage to public roads from the Quarry to the job site.

This project was one of the trial metric projects and as such all measurements were in metrics.

The 3,353 mm Structural Plate Culvert arrived on the 30th of August. The plates were unloaded on the old abandoned portion of the highway to the west of the county road. GTE was in the process of expanding their facilities with an underground line which of course was to go under the old highway where the plates had been staked. They were told to leave the plates alone after they had attempted to move them.

The creek bed was excavated with a backhoe and about 5 ft. below the stream bed, rock was encountered. The area was backfilled with Granular material and proved to be very stable.

The normal procedure in assembling a Structural Plate Culvert is to start with the bottom at the down stream end and assemble it upstream to the upper end, then working down stream placeing the top sections. The contractor elected to start at the up stream end and assemble the bottom, then when enough of the bottom was in, assemble the top section and proceed with the entire culvert toward the outlet. This would mean that the laps on the plates, to be placed properly would have to be slipped under the previous plate which caused much inconvenience. As the culvert progressed, Granular backfill material was placed around the pipe and compacted.

A line of teltales were hung in the culvert to check on the alignment and deflection of the culvert. No appreciable deflection or alignment change was noticed with approx. 15 meters (50') of fill over the culvert.

RECEIVED
AUG 23 1979
ROAD DESIGN SECTION

Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up / /
Action

The rock from the Quarry site made a dense hard fill which did not erode with the winter rains.

The old composit bridge was left in place and the culvert placed through one of the spans. Fill material was placed in and around the old bridge piles with a small bulldozer. Care was taken to prevent damage to the existing bridge. The addition of the fill material made the bridge feel more stable under traffic and I believe that it enabled it to carry traffic through the winter without any maintenence. The placement of fill under the existing bridge enabled us to bring the fill up to the completed grade on the north side.

With this fill in place, we were able to construct the permanent guardrail on the left side across the fill thus saving temporary guard-rail and stage sonstruction in this area.

The new plans called for the grade line to be approx. 2 meters (6') below the existing roadway. This lower grade then required that the existing P.C.C. pavement be removed. When this was done it was found that the material under the pavement was very wet unstable Blue Silty Clay in which the equipment became mired.

It was decided to remove 1 meter of material and place drain pipe and a filter blanket of pit run from the quarry, thus stablizing the area. We anticipated about 300 cu.m., which ended up with about 3000 cu.m.of excavation. The wet material was dumped over the edge of the bank to the south and flowed like lava down the slope.

It was feared that the material would flow out beyond the Right-of-Way on to private property, therefore a slope easement of 100 ft. was obtained from the adjoining property owner, but the material has stopped within the Right-of-Way.

The plans called for realignment of the County Road to the north, which had been placed on private property many years ago. In re-establishing the property corners it was found that the property owner had deeded this land to the county, but it had not recorded in the Accessors office. The property had not been taken off the tax roles. I gave the Accessors office a copy of the deed which should clear up the property.

The plans called for the existing old Highway to be connected to the county road at the east end and to be closed at the west end with a barricade. This roadway was given to the county many years ago and the county gave it to the property owner, thus the state owns ½ of the road and the Farmer the other half. This road was used by the farmer as an access to their Fruit and Nut stand. We had made it a dead end with no provision for turn arounds. In a conference with the Farmer and Region we agreed to construct a Cul-de-Sac.

The contractor had completed the fill accross the culvert for the Stage 2 construction detour but was delayed by the wet material under the old pavement at the west end. This delay ran us into snow and rain at Thanksgiving time and we were unable to proceed with the Stage 2 detour until March 9, 1979, at which time rock was placed on the fill, the old pavement was removed and backfilled with rock on the east end. At the same time guardrail was installed, temporary illumination was erected, the road surface paved and traffic was turned onto the new detour on April 5, 1979 for west bound traffic, with east bound on the old road-way. The existing roadway was excavated, backfill, and paved. Traffic was transfered to the new roadway on April 9, 1979.

The contractor then proceeded to remove the old bridge, this operation was slow as he was required to save the old bridge stringers for the Bridge maintenance. After the old bridge was removed the contractor began removal of the old concrete pavement, breaking it up into Rip-rap for use in the ditch down to the culvert end. This material was worked with a backhoe into a very nice appearing surface.

The area adjacent to the soft spot encountered last fall was also soft and the contractor refused to remove the soft material at the prices agreed to last fall. Therefore we did the excavation and backfill on an extra work order.

The paving was completed on June 14, 1979, and traffic lines painted.

The time for planting bare rooted plants had passed and the landscape subcontractor requested the use of potted roses and trees, at no additional cost to the State, this was approved. Subsequently a very small amount of the shurbs died.

The project is very pleasing to the public and I have received a compliment on the appearance of the project from the main opponent to the construction during our permit difficulties.

The use of the metric system did pose some problems with our thinking as we were used to a foot and not a meter. In my own mind I would attempt to convert to yards vs. meters, which seemed to satisfy my own requirements. We found that the metric measurement equipment: tape measures, rods, cross-section paper, etc. were mostly special orders. The Linker direct reading rod was not available, but the tape filler was. By taking 3 old standard Linker rods and sawing them in half and adding a filler we were able to make a metric rod which enabled us to continue as we had in the standard system.

I believe there should be only small problems on the change over to the metric system, provided the instrument and equipment suppliers gear up to make the equipment available.

WARREN E. MUELLER
RESIDENT ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Millican Creek (Lafayette) Contract No.: 8796
Highway: Pacific West Prefix: 76-1078
County: Yamhill F.A.No.: BRF-F-9-2(3)

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
	SUMMARY				
	Bid Items	$	672,825.50	670,234.73	- .4%
	Anticipated Items	$	24,575.00	405.57	-94 %
	Contingencies	$	31,383.02	25,327.56	-19 %
	Engineering	$	62,766.05	72,049.36	+15 %
	Liquidated Damages	$		-3,300.00	
	Total	$	791,549.57	772,317.22	- 2.4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

NO.	ITEM	CONTRACT QUANTITY	FINAL QUANTITY	+/-
05	Temp.Cont.Rail Barr.	15 meter	42.1 meter	+180%
	Change in stage construction plan required extra temp rail.			
06	Temp Guard Rail Type 2A	274 meter	96.4 meter	- 64.8%
	Change in stage construction plan saved $6,393.60.			
015	Embankment in place	18,700 cu meters	21,923.38 cu meters	+ 17.2%
	Addition of left turn refuge quantities not reflected in original contract quantity.			
016	Embankment foundation excav.	1,800 cu m.	2,524.5 cu m.	+ 40.3%
	Wet conditions required extra excavation.			
017	Granular embankment	18,200 cu m.	19,552.93 cu m.	+ 7.4%
	See 015.			
021	25 mm- 0 Agg base	15,030 metric ton	13,279.55 met. ton	- 11.65%
	Change in stage construction saved material			
022	Lime treated subgrade	14,650 sq. meter	1,837 sq meter	- 87.5%
	Wet subgrade corrected with sub exc. and granular backfill Could not be lime treated.			
023	Lime for treated subgrade	178 metric ton	33.07 metric ton	- 81.4%
	See 022.			
048	Loose rip rap class 23	300 cu meter	808.68 cu meter	+169.6%
	Loose rip rap class 320 deleted, changed to class 23.			

STATEMENT OF OVERRUNS AND UNDERRUNS

No.	ITEM	CONTRACT QUANTITY	FINAL QUANTITY	+/-
049	Loose rip rap class 320	570 cu meter	0	-100%

Item 48 and 49 combined in Item 48 for a saving of $1500+.

050	Fiberfilter	1700 sq. meter	3,878 sq. meter	+128.1%

Additional filter material used as blanket over soft subgrade to prevent mud infiltration into base rock and as filter around 8" perf pipe drains.

053	Roadside seed & mulch	2,760 sq. meter	6,972 sq. meter	+152.6%

Seeding and mulching disposal area of material removed from soft subgrade caused overrun.

P.A.#1 Sub ex roadbed $4,572.60

Contract required removal of existing PCC pavement. The area under the pavement was a blue silt clay which required removal and replacement with granular material.

PA #2 8" perf pipe $3,786.43

After sub ex on PA #1 was complete, wet condition remained and we were directed to include drainage.

PA #8 Delete rip rap from north slope of fill

Granular material from state quarry did not require rip rap.

PA #9 Excavation to daylight slope on south side of cut. $2,955.09

Change in grade from old alignment to new left a large berm which was unsightly.

PA #11 Class "B" AC
Price adjustment $1,284.32

EWO #2. Sub exc and place perf pipe, etc. $12,541.82

In the fall of 1978, we found that the subgrade under the existing PCC pavement was unstable and a Price Agreement was made for sub excavation of that material. See PA #1 and PA #2. The contractor had given us a unit price based on excavation with a front end loader, but it got stuck in the material. He had to bring in a large backhoe and dump truck to remove the west material. He incurred costs over his estimate and refused to proceed in 1979, with additional sub excavation at 1978 prices. We then agreed to do the additional work as extra work.

EWO #3 Construct Cul-De-Sac $2,149.52

Plans called for old abandoned highway to be closed at the west end where it had jointed the existing Pacific Highway West. Due to the grade change in the new alignment, a connection could not be made at this point. The property owner had a Fruit and Nut stand which is now isolated. They requested a turn around be constructed. Also, at this location a steep unprotected bank was left at the location of the private driveway. After consultation with Region, Construction and FHWA, a cul-de-sac was constructed to provide better access to the fruit and nut stand.

8796

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-56 8-121 + 122		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 1	8-23-79	Project Number BRF-F-9-2(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 28, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 765,444.00	$ 793,892.00
Federal funds	$ 630,441.00	$ 654,841.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

~~BY~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR August 27, 1979

Federal Aid Project
No. BRF-F-9-2(3)

Millican Creek (Lafayette) Section
Pacific West Highway
Yamhill County

Revised Project Agreement

Type Code Y007
Culvert (Bridge Replacement)(Metric Sta. 54+70 to Sta. 62+09)

Subtotal of previous estimate of August 21, 1978			$674,400.50
Previous Estimate			
Flagman	800 hr.	20.00	$ 16,000.00
Emb. Fdn. Excavation	1,800 Cu. Metre	6.00	10,800.00
Bedding Material	400 Cu. Metre	20.00	8,000.00
Concrete Curbs	23 Cu. Metre	175.00	4,025.00
Fiber Filter	1,700 Sq. Metre	1.50	2,550.00
			$ 41,375.00
Revised Estimate			
Flagman	1,479 Hr.	20.00	$ 29,580.00
Emb. Fdn. Excavation	2,523 Cu. Metre	6.00	15,138.00
Bedding Material	655 Cu. Metre	20.00	13,100.00
Concrete Curbs	35 Cu. Metre	175.00	6,125.00
Fiber Filter	3,878 Sq. Metre	1.50	5,817.00
			$ 69,760.00
		Increase	28,385.00
		Subtotal	$702,785.50
		Engineering	91,106.50
		Total	$793,892.00

Length of Project. . . . . 0.00 Metre

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
BRF-F Funds (75%)	$242,150.00	$181,612.00	$ 60,538.00
Primary Funds (85.77%)	551,742.00	473,229.00	78,513.00
Total	$793,892.00	$654,841.00	$139,051.00

BRF-F
Group 1 - 100%
Contract No. 8796
Prefix No. 36-1078

F-BRF
Group 2 - 0%

8796

STATE COPY

TO BE COMPLETED BY FHWA		OMB No. 04-R2089
MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
9-15	**FEDERAL-AID PROJECT AGREEMENT**	County: Yamhill
	8-28-78	Project No.: BRF-F-9-2(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Wash. St. (Lafayette), W 0.739 km.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS BRF Pro Rata 75% F-Pro Rata 85.77%
BRF 242,150.00 $ F 523,294.00	FEDERAL FUNDS 181,612.00 $ 448,829.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. BRF-F~~09~~-2(3)

File

Millican Creek (Lafayette) Section
Pacific West Highway
Yamhill County

Project Agreement Estimate.

Type Code Y007
Culvert (Bridge Replacement) (Metric Sta. 54+70 to Sta. 62+09)

Mobilization	All Required		$ 50,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	34 Sq.Metre.	6.00	240.00
Temporary Barricades	11 Each	100.00	1,100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	15 Lin.Meter	12.00	180.00
Temporary Guard Rail, Type 2A	274 Lin.Metre.	36.00	9,864.00
Temporary Reflective Pavement Markers	170 Each	85.00	1,955.00
Flagmen	800 Hour	20.00	16,000.00
Temporary Illumination	All Required		12,000.00
Clearing and Grubbing	All Required		46,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Removal of Millican Creek Bridge	All Required		23,000.00
Ditch Excavation	520 Cu.Metre.	6.00	3,120.00
Embankment in Place	18,700 Cu.Metre.	4.00	74,800.00
Embankment Foundation Excavation	1,800 Cu.Metre	6.00	10,800.00
Granular Embankment	18,200 Cu.Metre.	4.00	14,630.00
Trench Excavation	1,330 Cu.Metre.	11.00	
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	1,000 Kilolitre	3.00	3,000.00
25mm-0 Aggregate Base	15,030 Metric Ton	5.00	75,150.00
Lime Treated Subgrade	14,650 Sq.Metre.	1.00	14,650.00
Lime for Treated Subgrade	178 Metric Ton	80.00	14,240.00
Class "B" Asphalt Concrete Mixture	3,780 Metric Ton	16.00	60,480.00
Asphalt Cement in Mixture	245 Metric Ton	90.00	22,050.00
Concrete End Slopes	All Required		6,000.00
3353 mm Structural Plate Pipe	81 Lin.Metre.	695.00	56,295.00
305 mm Culvert Pipe	54 Lin.Metre.	40.00	2,160.00
457 mm Culvert Pipe	126 Lin.Metre.	35.00	4,410.00
457 mm Sewer Pipe	159 Lin.Metre.	49.00	7,791.00
Extra for Pipe Under Pavement	15 Lin.Metre.	36.00	540.00

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. BRF-F09-2(3)

Bedding Material	400 Cu.Metre	20.00	8,000.00
Concrete Inlets, Type CG-1	3 Each	500.00	1,500.00
Concrete Inlets, Type CG-2	1 Each	600.00	600.00
Concrete Inlets, Type G-1	1 Each	400.00	400.00
Concrete Inlets, Type G-2MA	2 Each	600.00	1,200.00
Concrete Inlets, Type D	1 Each	500.00	500.00
Guard Rail, Type 2A	370 Lin.Metre	36.00	13,320.00
Guard Rail Anchors, Type 1	1 Each	300.00	300.00
Guard Rail Anchors, Type 2	2 Each	350.00	700.00
Rail End Pieces, Type A	2 Each	75.00	150.00
Rail End Pieces, Type B	1 Each	100.00	100.00
Rail End Pieces, Type C	1 Each	150.00	150.00
Concrete Curbs	23 Cu.Metre	175.00	4,025.00
Extra for Asphalt Approaches	7 Each	150.00	1,050.00
Paved Culvert End Slopes	3 Sq.Metre	25.00	75.00
Drainage Curbs	70 Lin.Metre	4.75	332.50
Loose Riprap, Class 23	300 Cu.Metre	13.00	3,900.00
Loose Riprap, Class 320	570 Cu.Metre	16.00	9,120.00
Fiber Filter	1,700 Sq.Metre	1.50	2,550.00
Delineators	25 Each	16.00	400.00
Roadside Mulching	5,000 Sq.Metre	0.20	1,000.00
Roadside Seeding and Mulching (Punch in or Tack Mulch)	2,760 Sq.Metre	0.90	2,484.00
Erosion Matting	570 Sq.Metre	4.00	2,280.00
Furnishing and Planting Trees	32 Each	35.00	1,120.00
Furnishing and Planting Shrubs	1,100 Each	3.00	3,300.00
Bark Mulch	120 Cu.Metre	10.00	1,200.00
			$672,825.50

Anticipated Items

Permanent Pavement Striping (S.F.)	$ 500.00
Temporary Pavement Striping (S.F.)	650.00
Temporary Erosion Control (E.W.)	425.00
	$ 1,575.00

Subtotal	$674,400.50
Engineering	91,043.50
Total	$765,444.00

Length of Project - 0.00 Metre

Work Retained in Program Status
(not included in amounts below)

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. BRF-F09-2(3)

Slide Correction	All Required	$ 20,000.00
Permanent Signing	All Required	500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
BRF Funds (75%)	$242,150.00	$181,612.00	$ 60,538.00
Primary Funds (85.77%)	523,294.00	448,829.00	74,465.00
Total	$765,444.00	$630,441.00	$135,003.00

BRF-F
Group 1 100%
Contract No. 8796
Prefix No. 36-1078

F-BRF
Group 2 0%

Note: This project is jointly financed using Special Bridge Replacement Program and Consolidated Primary Federal Funds. Costs exceeding Special Bridge Replacement funds available at project agreement will be financed with Consolidated Primary funds.

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. BRF-F09-2(3)

Millican Creek (Lafayette) Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

5376 #8796

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1979

RECEIVED
IN REPLY REFER TO: AUG 13 1979
FILE NO: NORMA PAULUS
SECRETARY OF STATE

Don & Lotis Construction Inc.
P. O. Box 363
Lafayette, OR 97127

FILED
AUG 13 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your claim letter of August 6, 1979 informing us that Roy L. Houck Construction Co. owes you for equipment rental in the amount of $1,577.00 plus interest.

From the description given in your letter, this appears to be in connection with the Roy L. Houck Construction Co. Contract No. 8796, Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and prime contractor of the receipt of this claim letter. We will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

RECEIVED
AUG 14 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: √Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
(8-14-79 kkr)

NOTED
C. W. HEAD

FORM 731-0027

DON & LOTIS CONSTRUCTION INC.

P. O. BOX 363 - 3rd & MADISON - LAFAYETTE, OREGON 97127 - PHONE (503) 864-3120

8/6/79

Mr. Cecil Head
Dept. of Transportation
Room 121, Transportation Bldg.
Salem, OR 97310

Re: Roy L. Houck Construction Co.
2705 Lancaster Drive N E
Salem, OR 97301

Contract #8796

Grading and paving, Millican Creek (Lafayette)
Pacific Highway, West, Yamhill County, Oregon

Surety: Industrial Indemnity Co.

Dear Mr. Head:

During the month of May, 1979, we rented equipment to the above-captioned contractor as follows:

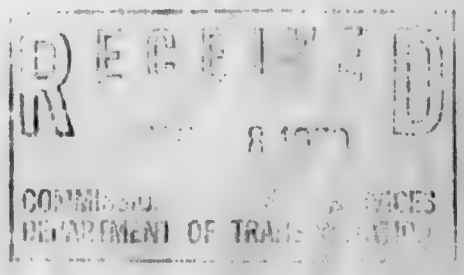
5/14/79	Inv.	3252	8½ hrs.	backhoe	@ $38.00/hr.	323.00
5/15/79	"	3253	8 "	"	@ $38.00/hr.	304.00
5/16/79	"	3254	8½ "	"	@ $38.00/hr.	323.00
5/17/79	"	3255	8 "	"	@ $38.00/hr.	304.00
5/18/79	"	3256	8½ "	"	@ $38.00/hr.	323.00
						1577.00
Int. after 30 days at 1½% as stated on bill heads						23.65
				Total due		$1600.65

We have not been paid by the contractor and we request that these charges be referred to the surety company.

Very truly yours,

Lotis R. Hanks

Lotis R. Hanks
DON & LOTIS CONSTRUCTION INC.



LRH/bc

#8796

August 10, 1979

Don & Lotis Construction Inc.
P. O. Box 363
Lafayette, OR 97127

Gentlemen:

Thank you for your letter of August 8, 1979, informing us that you have received a check from Roy L. Houck Construction Co. in the amount of $1,577. You mentioned that this amount does not cover your interest charges in the amount of $23.65.

Our records indicate that this is in connection with the Roy L. Houck Construction Co. Contract No. 8796, Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County.

We will advise the Industrial Indemnity Company and Roy L. Houck Construction Co. of the receipt of your letter.

Sincerely,

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-10-79 ltr

CWH:lkr

cc: Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

DON & LOTIS CONSTRUCTION INC.

P. O. BOX 363 - 3rd & MADISON - LAFAYETTE, OREGON 97127 - PHONE (503) 864-3120

8/8/79

Mr. Cecil Head
Mgr. of Commision Services
Dept. of Transportation
Room 121, Transportation Bldg.
Salem, OR 97310

Re: Roy L. Houck Construction Co.
2705 Lancaster Drive N E
Salem, OR 97301

Contract #8796

Grading and paving, Millican Creek (Lafayette)
Pacific Highway, West, Yamhill County, Oregon

Surety: Industrial Indemnity Co.

Dear Mr. Head:

Please refer to our letter of 8/6/79. We have today received Houck Construction Co. check for $1577.00. You will note that this amount does not cover our interest charges for $23.65, and we request that these interest charges be referred to the surety company.

Very truly yours,

Lotis R. Hanks

Lotis R. Hanks
DON & LOTIS CONSTRUCTION INC.

LRH/bc

NOTED
C. W. HEAD

RECEIVED
AUG 10 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8796

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-F-9-2(3)

Contract 8796 , Work Completed June 22, 1979

Project Millican Creek (Lafayette)

Highway Pacific West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 10, 1979

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 1579
REFER TO
FOR

Form 81-734-3122 (Rev. 7-77)

F 5-776

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

STATE COPY

7-10-79

cc: State (H. S. Coult[illegible])

U.S. [illegible]PARTMENT OF TRANSPORTATION
[illegible]ERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Yamhill	Oregon

IN COMPANY WITH
G. Wimer, Rick Kuehn, Warren Mueller and Ted Litchfield, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-10-79	Bill Kappus, Area Engineer	BRF-F-9-2(3)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	111 %	100 %

MILLICAN CREEK SECTION
PACIFIC HIGHWAY WEST
Grading, Drainage and Paving

This project provided for the replacement of a structurally deficient bridge with a 3,353 MM dia. structural plate pipe culvert and roadway fill. Other work included paving and guardrail installation.

The contract work was awarded to Roy L. Houck Construction Company on August 2, 1978 for a contract amount of $672,825.50. Work started on August 17, 1978. There were no major cost overruns or underruns. Contract time overran 11%. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-14 cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8796

FORM 81-734-3082
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: MILLICAN CREEK SECTION	WEEK ENDING: 6/23/79
		SECTION PREFIX: 36-1078
	HIGHWAY: PACIFIC WEST	COUNTY: YAMHILL
NAME OF JOB: MILLICAN CREEK SECTION	KIND OF WORK: GRADING, PAVING	
CONTRACTOR: ROY L. HOUCK CONSTRUCTION CO.	CONTRACT NUMBER: 8796	FEDERAL AID PROJECT NUMBER: BRF-F-9-2(3)
DATE OF CONTRACT: 8/2/78	DATE WORK STARTED: 8/17/78	ESTIMATED COMPLETION DATE: 6/23/79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION:	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 222
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 111
PROJECT AUTHORIZATION: $ 791,549.57		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 728,793.52	ENGINEERING AUTHORIZATION $ 62,766.05	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 728,793.52	ENGINEERING COST TO DATE $ 60,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: 6/22/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.46	.46			.46
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.46	.46			.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	36900 cu.m	15030 m.ton			3780 m.ton
TOTAL QUANTITIES CORRECTED TO DATE	38500	15030			3620
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	38500	15030			3620
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

HYDRO-SEEDER, GUARDRAIL AUGER

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy-Rain	217		
MONDAY 18	P. Cloudy	218		
TUESDAY 19	Cloudy	219		
WEDNESDAY 20	P. Cloudy	220		
THURSDAY 21	Clear	221		
FRIDAY 22	Clear	222		PROJECT COMPLETED
SATURDAY				

RECEIVED
JUN 26 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Olsen, Richards, Berg, Inloes, Widmer, Gerbauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	INSTALLED PAVED END SLOPE
TUESDAY	SEEDING & MULCHING, EROSION MATTING
WEDNESDAY	INSTALLING GUARDRAIL
THURSDAY	FINISHED INSTALLING GUARDRAIL & DELINEATORS PROJECT COMPLETE
FRIDAY	
SATURDAY 16	INSTALLING DRAINAGE CURBS

REMARKS

PROJECT COMPLETE - LAST REPORT

SIGNED Warren E Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-14-79

FEDERAL AID PROJECT NO. BRF-F-9-2(3)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80187

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO Marking
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-19 ans to 8

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	5-17-79	Primary 9	Primary 1W

GENERAL LOCATION:
Millican Creek (Lafayette) Section

GENERAL DESCRIPTION OF WORK:
Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 17, 1979, as requested in Mr. Keasey's letter of June 5, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $1,000 - Federal Funds $858.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-14-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8796 ○ ○ Yamhill Co.

Warren Richards
Construction Office Coordinator
Dyle K Watson for
D. O. Christensen
Final Design Engineer

June 12, 1979

Millican Creek Section
Pacific Highway West
Yamhill County
Contract No. 8796
Extra Work Order No. 3

We have reviewed this request for extra work and have the following comments.

No right of way was purchased at this location for this project. What our obligations for these accesses are unknown.

The use of the guardrail along the steep bank is satisfactory for safety. Why we are involved with replacing the present culverts, which are on private property, would be questionable.

Without the field data, quantities cannot be checked. One hundred tons of aggregate base seems to be an excessive amount.

LKW:mw
cc: L. K. Watson

1 Vorsteeg ✓
Anderson
2 Christensen DOC ✓
Olson
3 Sullivan gws
Terpin
4 Trout
Wakerlig

Ans o.b. ✓

RECEIVED
JUN 12 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8796 1-12-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-9-2(2)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70138

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-12-79	Primary 9	Primary 1W

GENERAL LOCATION:
Millicon Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

Temporary Easement
File #50372 R/W Map 1R-3-1461

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-3-79, you are now authorized to proceed with the actual acquisition of the temporary easement on the above listed property for a TEC of $150 with Federal participation limited to $132.

NOTED
F. B. KLABOE Swan
1-16

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-79	G. K. Loesmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8796

Yamhill

Salem, Oregon
December 13, 1978

J. H. Versteeg
Head of Engineering

J. E. Boyd
Right of Way Manager
Building

File 30372-Weeks
Millicam Creek Bridge Sec.
Pacific Highway West
Yamhill County

Attached is a description, an authorization, and R/W prints covering a temporary easement for the subject contract project.

This easement description was recently requested by Robert Royer in his letter dated November 21, 1978, which is attached.

By:

Floyd O. Scott
R/W Description Engineer

FOS:cj
Attachments

#5776

cc: State (H. S. Coul[illegible])

STATE COPY

U[illegible]EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Yamhill	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/20/78	Bill Kappus, Area Engineer	BRF-F-9-2(3)

IN COMPANY WITH Ted Litchfield, OSHD Region Const. Engr., Warren Mueller, OSHD Resident Engr., and Aramis Lopez, FHWA Engr. Trainee

LOCATION

This project is located on Hwy. 99W at the west city limits of Lafayette, Oregon.

CONTRACTOR NAME AND ADDRESS

Roy L. Houck Construction Company

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-2-78	$672,825.50	200 days	8/15/78	8/17/78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	20%	7%

REMARKS

MILLICAN CREEK SECTION
PACIFIC HWY. WEST
Grading, Drainage and Paving

This project provides for the replacement of structurally deficient bridge with a 3,353 mm dia. structural plate pipe culvert and roadway fill. Other work includes paving and guardrail installation.

SCOPE OF INSPECTION

This inspection included discussions with the Resident Engineer and field review of the project.

WORK COMPLETED

Clearing and grubbing of the project and borrow source is 75% complete. Millican Creek has been dammed and a temporary diversion culvert has been installed. A haul road for access to stream channel has been constructed.

WORK IN PROGRESS

Excavation operations for the installation of the plate culvert was underway at the time of the inspection.

(cont. to next sheet)

RECEIVED STATE HWY ENGR
OCT 23 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

10-23
cy Keasey

GENERAL COMMENTS

Work is progressing satisfactorily. The Stage I construction signing and traffic controls have been installed and appear to be functioning adequately. Some difficulty is being experienced in establishing the County approach road right-of-way boundaries. This may require some plan adjustments. Additional excavation below plan elevation appears likely to establish an adequate foundation for the plate culvert.

With the natural vegetation removed from the slopes of Millican Creek, the earthwork operation and the fast approaching rainy season, there is a high probability of siltation of Millican Creek unless positive erosion controls are initiated. Erosion controls were briefly discussed and will be monitored and addressed in future reports.

8796

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

Ray L. Houck Construction Co.
2703 Lancaster Dr. N.E.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8796 for work on the Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Industrial Indemnity Co.
Attention: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc C. T. Keasey — Jim Kimm
Walt Hart — C. O. Fredrickson
Robert Church — Warren Mueller

8796

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

STATE HWY ENGR
AUG 22 '78
REFER TO
FOR
Info Info R/W D/R Sign Act File

August 21, 1978

NOTED
H.S.COULTER

Judith A. Jernstedt
University of California
Botany Department
Davis, California 95616

Dear Ms. Jernstedt:

Your letters regarding the Millican Creek Section in Yamhill County have been reviewed. It is our intention that all the socio, economic and environmental impacts of highway projects be considered in the planning and project development process.

In reviewing the record of the Millican Creek project I find that two environmental assessments were made; one (1975) for replacing the existing structure, and the second (1977 Addendum) for the installation of a culvert and embankment construction. These were both concurred in by the Federal Highway Administration.

The existing structure is narrow, old and requires continued maintenance work to keep it open to traffic. Replacing it is part of a continuing bridge inspection and bridge replacement program to replace unsafe structures.

The alternate you suggest of using the old highway for a detour and building a replacement bridge in the present location was considered in the planning phase. We found that the work necessary to make the old road safe for today's traffic was expensive. The right-of-way for the old highway was in private ownership and we would need to reacquire rights-of-way at additional expense. We also found that it would cost less to build the new bridge adjacent to the present structure and not require a detour.

Further study showed that a culvert as presently proposed can be constructed at a savings of $370,000 using stage construction and using the present structure to handle traffic.

The culvert design has been reviewed by the Wildlife Commission and the grade and other bottom features designed to assist fish passage during periods of low water. The plans do include seeding and mulching of the slopes and planting of trees and shrubs. We anticipate that the areas disturbed by construction should readily revegetate.

According to the Fish and Wildlife Biologist the habitat on both sides of the highway is sufficient for the needs of the wildlife. In the absence of a ready passage the Biologist questioned the probability of wildlife movement across the highway.

The Yamhill County Planning Commission staff recommended approval of the land use permit, the Yamhill County Planning Commissioners recommended denial of a land use permit at the Millican Creek Site. The Yamhill County Commissioners agreed with the recommendation of the Planning staff and granted the land use permit to the Oregon Department of Transportation.

Considering the interest that ultimately developed on this project a detailed environmental statement might have been more appropriate. However, indications are that the findings would have been the same and at an increased cost to the public both in delay and maintenance costs, and the cost of the project.

We appreciate your interest in this matter and hope that these comments help explain the development of the project and why we think it is in the public interest.

Very truly yours,

J. H. Versteeg
Head of Engineering

JHV:jh
cc: H. S. Coulter

UNIVERSITY OF CALIFORNIA, DAVIS

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

SANTA BARBARA • SANTA CRUZ

DEPARTMENT OF BOTANY

DAVIS, CALIFORNIA 95616

July 29, 1978

Oregon Department of Transportation
Salem, Oregon

Dear Sirs:

Enclosed is a copy of a letter I sent to the Oregon Department of Environmental Quality concerning the planned landfill to replace the Millican Creek Bridge along Highway 99W in Yamhill County. I deeply regret that the Yamhill County Commissioners overturned a Yamhill County Planning Commission vote denying the ODOT proposal. I feel that this decision was every bit as short-sighted and unfortunate as ODOT's proposal of a landfill in the first place. Without showing a public need or outlining the environmental impact of such a landfill, ODOT is proceeding oblivious to the concerns of the planners of the county, and certainly oblivious to the natural area along Millican Creek which will be strongly affected by this project.

If there is, in fact, a need to replace the existing bridge, it appears that a more responsible approach would be to re-route traffic along the old highway, remove the present structure and replace it with a new bridge sufficient to accommodate the present and projected needs of the area. The ODOT plan to install a left turn lane for east-bound cars onto Mineral Springs Road could just as easily be adapted to a new bridge as to the proposed landfill.

It is probably too late for this protest to have any effect, but I felt it important enough to at least register my opinion.

RECEIVED
STATE HWY ENGR
AUG - 2 '78
REFER TO
Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Respectfully,

Judith A. Jernstedt

Judith A. Jernstedt

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 02 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
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UNIVERSITY OF CALIFORNIA, DAVIS

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

SANTA BARBARA • SANTA CRUZ

DEPARTMENT OF BOTANY

DAVIS, CALIFORNIA 95616

July 29, 1978

Oregon Department of Environmental Quality
Salem, Oregon 97302

Dear Sirs:

I recently learned of the Oregon Department of Transportation plan to replace the bridge across Millican Creek on Highway 99W at the west end of Lafayette with a landfill. Having grown up along the Mineral Springs Road (Rt. 1, Box 35, Carlton), and since I still consider it my home, I have strong feelings about the imminent destruction of the relatively undisturbed area along the banks of Millican Creek.

Earlier this year, the Yamhill County Planning Commission voted 5-2 to deny the ODOT landfill proposal. In June, this decision was overturned by the Yamhill County Commissioners in response to pressure from local business and governmental interests. According to testimony before the county commissioners, the present bridge was admitted to be safe, although ODOT claimed that the current bridge is too costly to maintain.

There are, however, limits to what can be evaluated in numbers of dollars. This area provides a refuge for deer, beaver, raccoons and other mammals. In fact, Bob Royer of ODOT reported that there are more deer in the area than originally thought. In addition to abundant animal life, this stand of Douglas fir, big-leaf maple and other tree species is associated with a schrub and herb flora quite rich in species. Growing along the damp banks of Millican Creek on either side of and beneath the bridge one finds plant species thriving in a relatively protected and undisturbed state. In an age and an area rapidly being cleared, cultivated and built upon, these few remaining vestiges of natural habitat acquire new meaning and new value.

My plea, then, is that the Department of Environmental Quality take all precautions to insure that ODOT has adequately answered questions dealing with the environmental impact of this landfill project. To my knowledge, a wildlife count and plant species inventory has not been made, nor has ODOT shown that the area surrounding the landfill site will not be disrupted and disturbed beyond its natural abilities to recover in a reasonable period of time. I feel that the state (i.e. ODOT) should be treated as any private citizen, and that the environmental impacts of all projects must be outlined, especially in as sensitive an area as a flood plain. Additionally, landfills are especially notorious for the disruption of wildlife movement, and the resultant dangers to both animals and motorists cannot be overlooked in evaluating the impact of such a project.

If the existing bridge must be replaced, perhaps a more prudent and far-sighted approach to the problem is to replace it with another bridge sufficient to accommodate the present and future needs of the region. I am certainly not "anti-change," but changes must be made with a view to the future of the region and with some sensitivity to the needs of all parts of the environment-present and future. That view has thus far enabled Oregon and Yamhill County to maintain high standards of quality in its planning and development matters, and it saddens me to think that such sensitivity is no longer the case.

Most Sincerely,

Judith A. Jernstedt

Judith Ann Jernstedt

cc: Oregon Department of Transportation
Yamhill County Planning Commission
Yamhill County Commissioners
State Senator Kenneth A. Jernstedt
Mr. Stan Bunn
Rep. Bill Rutherford

8796

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Warren Mueller
SAIF
Fran
Don Trout

August 3, 1978

Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work on the Millican Creek (Lafayette) Section of the Pacific Highway West in Yamhill County for the sum of $672,825.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8796.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8796

July 20, 1978

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, OR 97128

MISC. CONTRACTS and AGREEMENTS No. 6654

Attention: Wanda Catt
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construct'on of the Millican Creek (Lafayette) Section of the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhs

Att.

cc Don Harwell (conf. agree. att.)

2796

STATE OF OREGON

INTEROFFICE MEMO Yamhill

ODOT - Traffic — DEPT.

378-6537 — TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

ATTN: R. E. Royer

DATE: July 7, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Millican Creek Bridge
Left-Turn Refuge and Deer Protection

In your letter of June 7, you requested that a review of available information on "dutch mirror" type deer protection devices be made.

With regard to "dutch mirror" type deer devices, it is our recommendation that this type of device not be used. Information from a pooled fund research project titled "Deer-Vehicle Accident" indicates that the use of reflectors that cast reflected light from headlights into the adjacent area to the highway are not effective. Researchers have not been able to come up with a measurable benefit from this type of service.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DW:ds

cc: J. H. Versteeg

1 Versteeg
2 Christensen
George
3 Olson
Terpin
4 Sullivan
Scott
Savage

RECEIVED
JUL 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard — Stoudenmeyer
Cole — Sample
Eriksen — Watson
Hager — Dorn — Lau
Return — Discuss — Do — File Copy — Due

BY FINAL DESIGN ENGINEER

01-125-1367

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRF-F-9-2(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80187

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	7-5-78	Primary 9	Primary 1 W

GENERAL LOCATION:

Millican Cr. (Lafayette) Section

GENERAL DESCRIPTION OF WORK:

Structure Plate Pipe Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Perm. pavement striping (SF)	$500
Temp. pavement striping (SF)	650
Temp. erosion Control (EW)	425

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $844,474 Federal funds $690,734.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-78	W. V. Cusick	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8776

Hot Yamhill

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L Rowat

All Clear Deadline 6-22-78 Bid Letting _____

SECTION Millican Co. (Lafayette)
Highway Pacific Hwy West
County Yamhill Region 2
Type of Work C-P-Structure Funds SBRP
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	All Clear
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X		
D.O.G.M.I.		X				
Corps of Engineers		X			X	
Coast Guard	X					
Co. Conditional Use		X				
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study					X	

YAMHILL COUNTY
Oregon

BOARD OF COMMISSIONERS

June 12, 19, 1978

Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

This letter is in reference to the Millican Creek Landfill Project West of the City of Lafayctte on U.S. Highway 99W.

At a hearing on June 7, 1978 before the Yamhill County Board of Commissioners, a conditional use permit was approved for the Oregon Department of Transportation for the use of a fill in the flood plain to replace the existing bridge.

Our Planning Staff recommended approval of the project with a condition that a left turn refuge to County Road #204 be installed at the west end of the project. Our County Road Dept. strongly concurred in the condition. In order to expedite the permit, the Board did not include the condition in the approval although a great deal of the testimony at this hearing related to a left turn problem.

cy Moehring
Venetting
Hart
Tenpin
Potter
Boyd
Taylor II
6-19-78

The Board of Commissioners would like to support our staff and the public and do strongly recommend to the Department of Tranportation that a left turn refuge lane be developed for this project. The County is interested enough to consider assisting in the local match for federal funding.

Please contact Commissioner Armstrong or Mr. Bill Gille for further information. Thank you for your consideration.

Respectfully,

John P. Macaulay

John P. Macaulay, Chairman

Colin Armstrong

Colin Armstrong

Ted Lopuszynski

Ted Lopuszynski

RECEIVED
TECHNICAL SERVICES
JUN 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-19-78 date first making contact with Otter agreement for $5000. Bill

cc: Y.C. Planning Dept.
Y.C. Road Department

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

McMinnville, Oregon
News-Register
(Cir.2XW.6,386)

JUN 9 1978

NOTED
E. S. HUNTER

Allen's P. C. B. Est. 1888

Millican Creek landfill is OK'd by commission

106

A bridge at the west entrance to Lafayette will be replaced with a landfill, following action Wednesday by Yamhill County commissioners.

Commissioners approved a conditional use permit for the Oregon Department of Transportation in the flood plain of Millican Creek to allow the landfill.

Approval of the request overturns a May 18 Yamhill County Planning Commission decision to deny the state's proposal.

About 10 people, including the mayors of McMinnville and Lafayette and several area businessmen, testified in favor of the landfill.

Lafayette attorney and former state representative Stan Bunn testified against the fill, stating that the Highway Division has not adequately answered questions dealing with the environmental impact, the cost feasibility and land take of the proposed landfill.

The Highway Division plans to receive 90 percent federal funding to replace the bridge, which is part of Highway 99W.

Under the state's plan, a 220-foot, 10-foot diameter culvert will be placed beneath the highway. Road improvements include two, 10-foot shoulders, and the fill will be five feet lower than the current roadway across Millican Creek.

Mayors Norm Scott, McMinnville, and Jim Reed, Lafayette, testified that construction of the landfill will provide a better traffic flow and would improve safety factors into both cities.

Others testified that if the landload limitations on the bridge may force business and industrial traffic away from Lafayette and the east portion of McMinnville, where most of the city's industrial area lies.

Landfill supporters also said mobile home traffic traveling west would have to be routed down Three Mile Lane and Lafayette Avenue.

The average daily traffic count across the bridge is 6,500. It was built in 1932.

Bunn said the state should be treated as any other private citizen in that environmental impacts must be outlined, a wildlife count should be made available and a public need should be proven.

Bunn, who practices in Newberg, said the state has not provided adequate information to the county about its proposal.

He also said that if commissioners vote not to overturn the Planning Commission recommendation, "the Highway Division will go ahead with plans to build a bridge anyway."

ODOT engineer Bob Royer said construction of a new bridge would cost $1,120,000, while a landfill will cost $750,000. The state wants a landfill because of initial cost savings, lower maintenance costs and less deterioration.

County Office Engineer Bill Gille said a left-turn refuge to Mineral Springs Road for eastbound traffic should be required, but commissioners approved the request without conditions attached.

Gille also said the traffic count on Mineral Springs Road is about 600 cars daily, and the possibility of more residential development there is high.

NOTED
E. S. HUNTER

Allen's P. C. B. Est. 1888

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Others testified that if the landfill is not approved, possible weight load limitations on the bridge may force business and industrial traffic away from Lafayette and the east portion of McMinnville, where most of the city's industrial area lies.

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5771 3 Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 36-1945

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 7, 1978

FROM: Robert E. Royer
REGION CONSTRUCTION ENGINEER

SUBJECT: **Millican Creek Bridge**

TO: Hal Versteeg
ENGINEER

The Yamhill County Board of Commissioners approved of the fill for the culvert for the Millican Creek Bridge replacement. They did this without any conditions.

Although they attached no conditions upon their approval, they did stress strongly that they felt a left turn refuge should be considered at the intersection with the county road. I told them that the traffic unit had determined that a left turn refuge would not be justified and that it would not be in the public interest to construct one. They also read Mr. Klaboe's letter to the City of Lafayette, which stated substantially the same thing. During discussions at the public hearing they went so far as to suggest that perhaps the county could pick up part of the match if that would help facilitate this construction. I told them I was not sure what FHWA's reaction would be, but they may not approve a left turn refuge if it was not warranted.

I think it would be well if we looked at the left turn refuge again to see whether or not there is a way that we could; 1) put the refuge in without needing additional right of way and at substantially less cost than the $95,000 estimated currently or, 2) that we provide for later construction of a left turn refuge so that cost would be minimized at such time that it is constructed. I might add that all three county commissioners expressed a desire to have the refuge.

Another thing that was mentioned were dutch mirrors for deer protection. I recommend that the traffic unit review the records to determine what they would recommend concerning the installation of dutch mirrors or their equivalent on this project.

One additional item that should be considered before going to bid is possible landscaping on the fill. I think we should consider some low maintenance type shrubs along the side of the fill.

RER/gh

cc: Warren Mueller
L. E. George

1 Versteeg ✓
Christensen
George
Olson
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RECEIVED
JUN 0 8 1978
ENGINEERING SECTION

2 Trout
Do Not File ☐
Return To
Bring Up ___/___/___
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8796 ○ 5-72 ○ Yamhill

Biologists Report

Millican Creek Bridge 36-1945-923
Highway 99W, Lafayette
Yamhill County

Purpose

A reconnaissance of the Millican Creek proposed construction site to assess the probable effect on deer-kill.

Findings

Deer make considerable use of the gully (approximately 55 feet deep) beneath the existing bridge. A well developed and freshly used trail parallels Millican Creek on the eastern bank crossing Highway 99W beneath the bridge Trestle. A lesser trail swings easterly climbing the highway fill slope and crosses over the highway approximately 150 feet east of the eastern end of the bridge. Other crossings are reported to occur west of the bridge near Mineral Springs road.

Peripheral visibility for drivers, both eastbound and westbound is not sufficient to consistently avoid collisions with crossing deer. Peripheral visibility, except at the westernmost crossing is limited by the geometry of the fill slope and is further restricted by dense vegetation.

A hazardous condition exists now; it is alleviated by: 1) the majority of deer now cross beneath the road, 2) vehicles are either decelerating to 35 mph (eastbound) or accelerating from 35 mph (westbound). Lower speeds increase the drivers chance of avoiding an actual collision.

Future Conditions

The situation would worsen because 1) all deer crossings would occur on the road. 2) Peripheral visibility would remain hazardous regardless of

Millican Creek Bridge 36-1945-923
Highway 99W, Lafayette
Yamhill County

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ENGINEERING SECTION

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Action

the floral cover on the fill slope, 3) deer use of the fill slope could be expected to increase for a few years following fertilization and seeding.

Pulling an estimate out of my ear--I would guess we could expect up to 5 accidents per year at this spot.

Suggestions

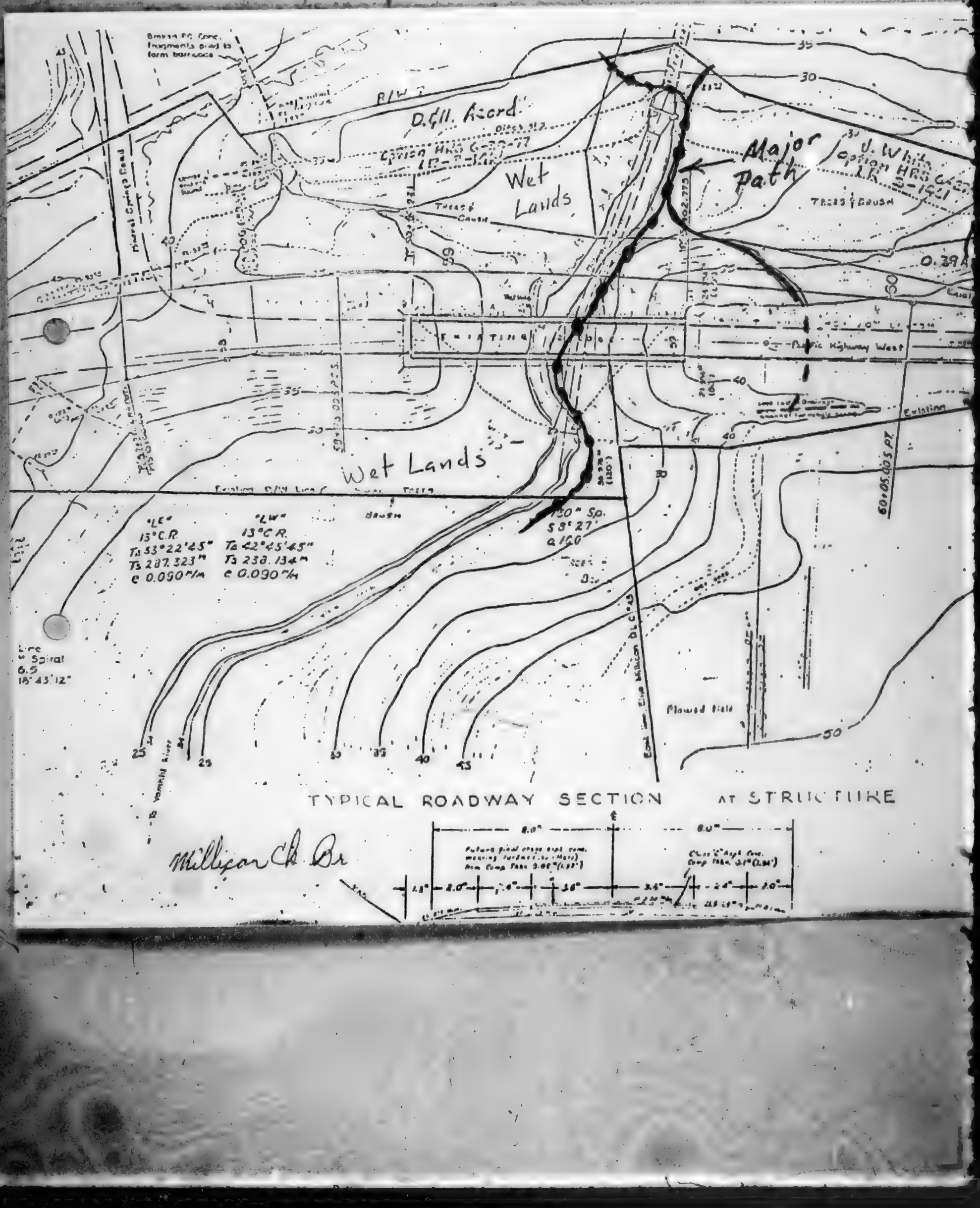
1. Extend the 35 mph. speed limit on both sides of the road to a point approximately 400 feet west of the western end of the bridge.
2. Use little or no fertilizer (NPK) on the upper ½ of the fill slope. Substitute anchored mulch and seeding for erosion control.
3. Install a deer crossing sign for eastbound traffic.
4. Use this as a test site for "Dutch Mirror" effectiveness.

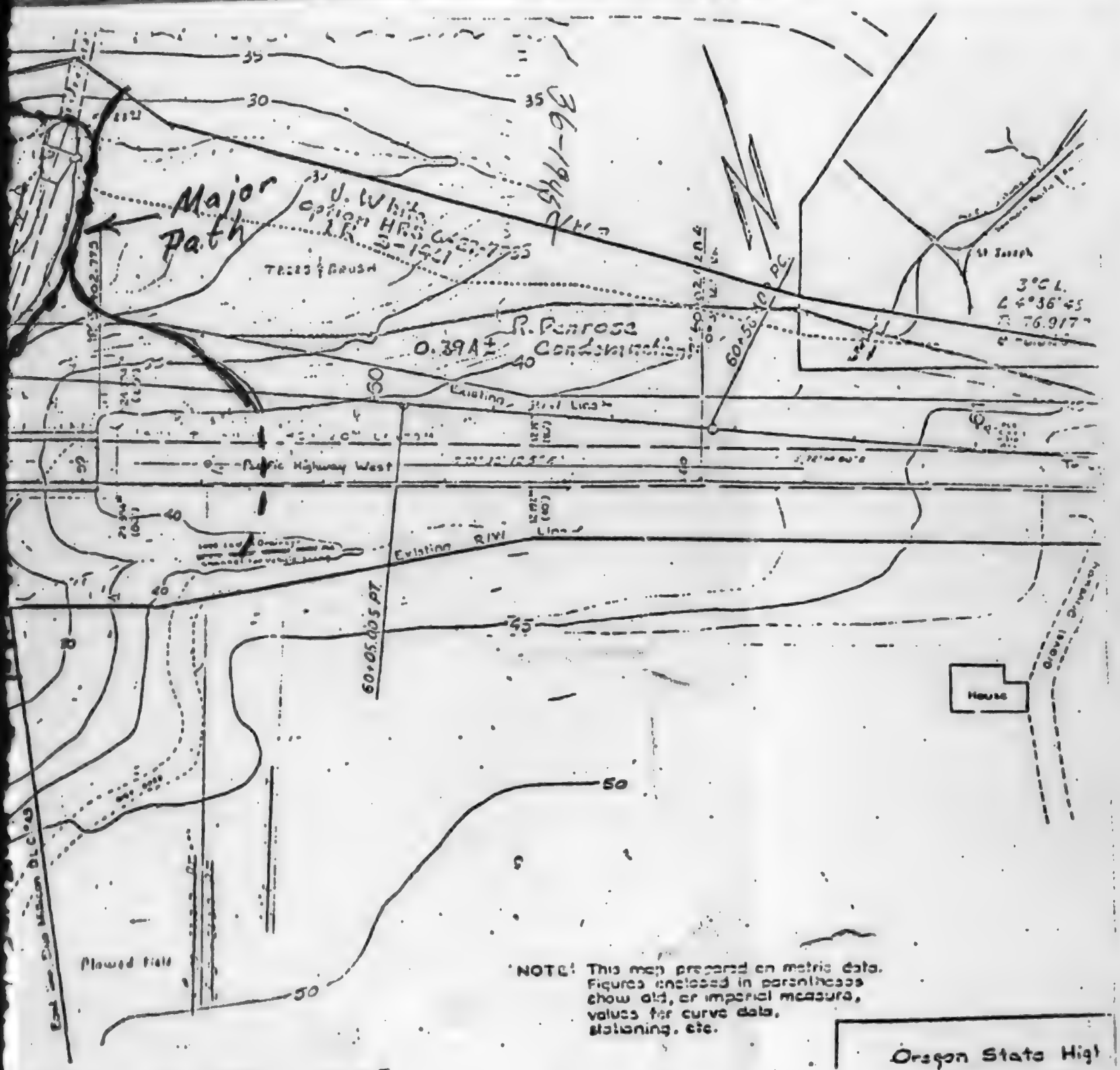
The above suggestions have been discussed with both the District Wildlife Biologist and with Warren Mueller.

Additional Points

1. There were no wetlands as shown in the Vicinity Map. However, the entire area was not covered for wetlands.
2. Loss of flood plain may well be balanced by 1) Removing existing fill, or 2) removing the abandoned highway fill and using it for the new alignment. I suggest Hydraulics work up the quantification of floodplain impacts. The cost of removing the existing fill may cast a new light on the economics of bridge versus culvert.
3. I have a rough floral inventory. A more detailed report on flora and fauna could be prepared in two days. The effort may be worthwhile since a number of points have remained unanswered during the course of the project.

4. The time required to inventory flora and fauna and discuss landscaping in a more formal report would be about 2½ to 3 additional days. The problem of deer kill is covered here.


Major Path
Wet Lands
Wet Lands
D.G.H. Accord
Option HRS 6-20-77
Mineral Springs Road
Public Highway West
Plowed Field
"LE"
13°C.R.
Ts 53°22'45"
Ts 287.323m
e 0.090m/m
"LW"
13°C.R.
Ts 42°45'45"
Ts 238.134m
e 0.090m/m
TYPICAL ROADWAY SECTION AT STRUCTURE
Millican Ch. Br


Major Path
J. White
Option HBS 6-20-7-55
L.R. 2-1421
R. Penrose
0.39A±
Condemnation
Existing Street Line
Pacific Highway West
Existing RW Line
60+05.405 PT
60+53.02 PC
3°C L.
Δ 4°36'45
R 76.917
St Joseph
House
Plowed Field
50
45
40
35
30
NOTE: This map prepared on metric data. Figures enclosed in parentheses show std, or imperial measure, values for curve data, stationing, etc.
TION AT STRUCTURE
Oregon State Hgt
VICINITY
Millican Creek Brid
Pacific West Hwy.
Profile 36-

8796 5-11-78 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-179(8)

STATE PROJECT NO.: See below

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-86

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4/10/78	Primary 9	Primary 1W

GENERAL LOCATION: "Millican Creek (Lafayette) Section"

GENERAL DESCRIPTION OF WORK: Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Program Change.

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS: As requested in Mr. Swan's letter of 5/4/78 this will confirm the advance authorization of Mr. W. Kapuss effective 4/10/78 approving the program change and granting authorization to proceed with Archeology salvage TEC $365-F.F. $313. A signed copy of Archeology Agreement is returned, herewith.

Swan 5-30

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/19/78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8796

1091-H

May 18, 1978

Mr. Lee Pence, Chairman
Lafayette Planning Commission
231 Jefferson Street
Lafayette, Oregon 97127

NOTED
E. S. HUNTER

Dear Mr. Pence:

Millican Creek (Lafayette) Section
Pacific Highway West, Yamhill County

The narrow bridge across Millican Creek is to be replaced with a large culvert. The roadway section would have two 12-foot travel lanes and 8-foot wide paved shoulders. In those areas where guardrail is required the paved shoulders would be 10 feet in width.

The 8-foot wide paved shoulders will provide for a standard Class III bikeway through the length of the project. The State Bicycle Advisory Committee has adopted 8-foot wide shoulders as adequate for safe bicycle/pedestrian use.

A left-turn refuge from the eastbound lane of 99W to County Road 204 (Carlton-Lafayette Road) was thoroughly reviewed by our Traffic Safety Unit during the project planning phase. A second review of the accident history, left-turning movement and traffic volumes confirms that a left-turn refuge is not warranted within the 20-year design period at this location. To construct a left-turn refuge at this time when there are so many locations statewide where the needs are so much more critical is not considered in the public interest.

The safety of the pedestrian, bicyclist and motorist were given careful consideration in the design of this project. We have reviewed the project and believe that it will provide a safe facility.

We urge your approval of the conditional use permit so this critically needed bridge replacement project can be constructed.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

JHV:ab ia

bc E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
L. E. George
Frank Terpin

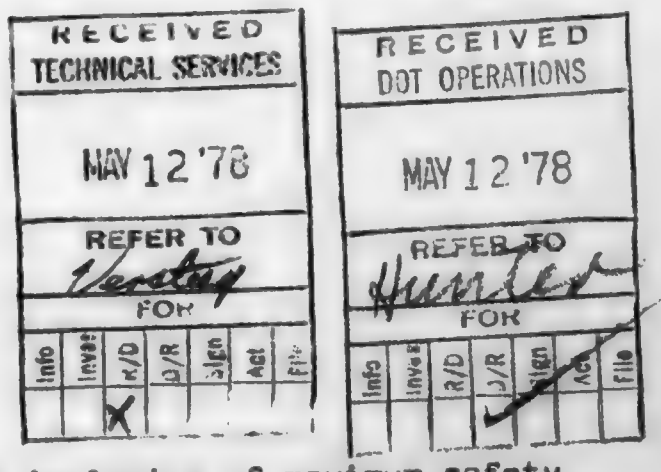
CITY of LAFAYETTE

PHONE 864-2451

231 JEFFERSON ST. — P. O. BOX 55 — LAFAYETTE, OREGON 97127

May 8, 1978

Mr. Fred Klaboe
Asst. Director of Operations
Highway Division
Department of Transportation
P.O. Box 14030
Salem, Oregon 97310



Re: Proposed roadway across Millican Creek

Dear Mr. Klaboe:

We wish to express our concerns for the inclusion of maximum safety precautions on the proposed roadway to be constructed across Millican Creek on the west edge of the Lafayette city limits.

It is our understanding that the existing bridge will be replaced by a rock fill roadway with a ten foot culvert. We also understand that there will be two lanes approximately twelve feet wide with approximately eight feet on each side and a metal guardrail at the edges.

We wish to recommend a wider roadway that could comfortably accomodate a proposed bike path through the area. (1)

We urge careful planning to provide for adequate space for cars wishing to turn left just before the approach to the bridge from the McMinnville direction. (2)

Last, we would requestion some type of barrier on the roadway to separate vehicular traffic from the pedestrian traffic. (3)

We do realize the plans are in their final stages, but we must ask that you give careful consideration to implementing these safety precautions.

While increased project cost is obvious, expenses would be far greater if these considerations were implemented at a later date. Installation costs of an automatic rail gate at 3rd. and Madison streets seemed extremely high when first proposed. However, the same costs appeared to be only minimal following the tragic school bus-train collision here.

Thank you for your careful consideration of our requests.

Sincerely,

Lee R. Pence

Lee Pence
Chairman, Lafayette Planning Commission

MJB
cc: Warren Mueller
Yam. Co. Planning Comm.
Yam. Co. Commissioners
Lafayette City Council
Maggie Collins, Yam. Co. Planning Office

8796

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MAY 16, 1978

SALEM, OREGON 97310

FILE: 36-1945

FROM: WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT: MILLICAN CREEK SECTION
YAMHILL COUNTY
PENROSE PROPERTY

TO: C.O. FREDRICKSON
REGION II ENGINEER

ATTN: ROBERT ROYER
REGION CONSTRUCTION ENGINEER

Attached is a letter from Stan Bunn, attorney for Richard Penrose, whose property we are condeming.

He has raised questions concerning the proposed construction at Millican Creek. The answers to his questions would probably be better answered by the Enviromental Section.

WEM/db

cc: file

RECEIVED
MAY 16 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

Do Not File ☐
Return To
Bring Up / /
Action

STAN BUNN
ATTORNEY AT LAW
408 EAST FIRST STREET
NEWBERG, OREGON 97132
TELEPHONE 538-7374

May 12, 1978

Mr. Warren Mueller
Resident Engineer
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon 97310

Dear Warren:

I wanted to set out for you in writing the concerns I expressed before the recent meeting of the Yamhill County Planning Commission.

I believe that the state should show that in their planning process they have spent adequate planning effort determining the effect a landfill and bridge (as opposed to just a bridge) would have on folliage, wildlife and fish, and the adjacent community and property owners.

It appears to me that the primary concern and perhaps only concern has been doing this project at minimal dollar cost for the structure.

It would be helpful to know what studies have been made to determine the effect on folliage, wildlife, and fish and the results. If there are adverse affects, what alternative approaches to construction might have been considered would be helpful to know.

Knowing what contacts have been made to include the community and adjacent landowners in the planning process would be helpful. Finally the kind of planning and approach you made in acquiring lands from private owners in the area and any representations the state has made concerning ownership of the land would be helpful.

If I can provide any further clarification please feel free to call me.

Sincerely,

Stan Bunn,
Attorney

SB/bg

cc: Dick Penrose

8796

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept 78 in addition to the scheduled projects - Milliken Cr. $600,000 & 2nd St. La Grande $ 1,600,000.

Priority #

1. Walluski R. Br. $1,100,000
   Field work complete
   R/W descr. - complete
   With some effort should be able to clear R/W
   Coast Guard permit applied for - No problems will occur to before Sept.
   Bridge design has not started, we can get this done and know it is a viable proj. for Sept.

2 Sager Cr. and Hale Cr. Wetlands Bkg. $550,000
   Survey complete
   3 months for R/W & design

3. Rattlesnake Cr., Trail Cr. and Pine Cr. Fish Ladders $280,000
   John Day Proj.

Surveys complete
3-4 months for R/W and design

4. Geary Canal Br.
1 month on survey
No R/W
3 months design $60,000

5. N. F. S. Fork Coyote Cr. Br. $270,000
Survey complete
R/W negotiations
required 4 months
Design 3 months

6. Whitewater Cr. Br. $600,000
Plans complete - PSE June
(This is not a high
priority replacement)

cc Herb Schell
Walt Hart.
Info given Schell by telephone 4-28-78
ESH.
4-28-78

8796

STATE OF OREGON

INTEROFFICE MEMO

Yamhill

TO: D. O. Christensen
Final Design Engineer

DATE: April 11, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Millican Cr. Section
Pacific Hwy. West No. 1W
Mineral Springs Rd. (Carlton-Lafayette Rd)
MP 32.85
Yamhill County

We have reviewed the subject location regarding the possible need for a left-turn refuge. Based upon the accident history and expected traffic volumes, a left-turn refuge is not warranted at this time.

L. E. George
Traffic Engineer Supervisor

GE:rah

REFERRED TO

Beard ____ Dorn ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Leu ____
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BY FINAL DESIGN ENGINEER

Versteeg ____
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Georgs ____
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81-125-1387

8796

Yamhill

581-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 17, 1978

FROM: D. O. Christensen
Final Design Engineer

SUBJECT: Millican Creek (Lafayette) Sec.
Pacific Highway West
Yamhill County

TO: R. W. Ellison
Bldg. & Foundation Design Engineer

The above project has been reviewed and does warrent temporary illumination during construction. A minimum 28' top surface is being provided for traffic staging. The existing highway transitions from a four lane divided to a two lane section in the construction area at the west end of the project. The ADT for this section is 6,000±.

DOC:jh
cc: C. O. Fredrickson
Jack Sullivan

George — This is very short notice (may letting) to us — do you have any way we can get more lead time in the future?

Bob Ellison
3/20/78

REFERRED TO

Beard		Dorn	
1 Cole	WEG	Sample	
2 Eriksen	FE 3	Watson	JW
Hager		Lau	
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BY FINAL DESIGN ENGINEER

Please review all projects during early stages of design for any temp. illum. that may be req'd so that Br. will have time to design. Doc

Vernon		Trout	
1 Christensen	DC 3/20		
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MAR 20 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

NOTED

8776 Yamhill

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 27, 1978

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Millican Creek (Lafayette)
Pacific Highway West
Yamhill County

TO: MEMO TO THE FILES

A plans in hand review was held on Wednesday, February 22, 1978, and the following comments were made.

1. A minimum of 0.5 m. of granular material will be required in the top portion of embankment areas and eliminate the lime treated subgrade.

2. Warren Mueller will review the temporary protection and direction of traffic and comment directly with Bill Beard.

3. Specified dates will be included in the specifications as to when erosion control measures will be completed.

4. Additional inlets and sewer pipe will be added at the Washington Street intersection.

5. Location of outlet ditch right of 59+80 will be revised along toe of fill slope, using riprap and riber filter for erosion control.

6. Accesses, left Sta. 57+35 and 57+55, will be revised to connect to existing access road.

7. County road connection, Left 58+31, to be relocated to approximately 58+55±, to eliminate the staging and detour.

LKW:ab
cc: Bob Royer
Carl Williams, Construction
Bill Kappus, F.H.W.A.
Fred Yarbrough
Warren Mueller
John Day
Wm. Piete

1 Versteeg ✓ AM 2-28-78
2 Christensen DOC
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JM copy

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#214

Salem, Oregon
February 23, 1978

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Office Engineer

C. O. Fredrickson
Region 2 Engineer

Conditional Use Permit - Yamhill Co.
Millican Creek (Lafayette) Section
Pacific Highway West
Yamhill County

Attached is a letter from the Yamhill County Planning Commission advising that we must obtain a Conditional Use Permit from them to complete our fill activity in the flood plain of Millican Creek. Mr. Donald Harwell discussed this matter with Mr. Ted Lopuszynski, County Commissioner, to see if this requirement could be waived. He was advised the permit requirement could not be waived but that we should request a fee waiver and send a copy of our request to the Board of Commissioners.

Please have someone make application to the County for this permit and keep this office informed of the progress. Enclosed is a set of plans for your use.

DLT:jh
Attachment

Apr 5 '78 on Co. agenda

YAMHILL COUNTY
Oregon

COUNTY PLANNING COMMISSION
Department of Planning & Development

February 22, 1978

Donald L. Trout
Office Engineer
Oregon State Highway Division
State Transportation Building
Salem, OR 97310

Dear Mr. Trout:

We have reviewed your application with the Division of State Lands for a Removal and Fill Permit at Millican Creek, Permit No. R/F 2813.

Please be advised that your agency will need to obtain a Conditional Use Permit from this office in order to complete fill activity in the flood plain of Millican Creek. We have enclosed the appropriate application forms for this purpose.

If you have any questions please call me at 472-9371, ext. 229.

Very truly yours,

Michal Wert

Michal A. Wert
Acting Planning Director

MAW-GWW:vs

2-23-78
Called Ted Lopuszynski, Co. Com. he said a mandate & LCDC we should fill out form, ask for fee waiver, with copy to Bd of Comm.
Don Hanna

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 23 1978
ENGINEERING SECTION

/ Trout

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Bring Up ___/___/___
Action

Yamhill County Department of
Planning & Development
Room 17, Courthouse
McMinnville, OR 97128
Telephone: 472-9371, ext. 229

FOR OFFICE USE ONLY

Docket No.	C-	$ 75.00
	V-	$ 75.00
	SE-	$125.00
	EE-	$ 50.00

Fee Paid _____ Receipt # _____
Comprehensive Plan _____
Zoning _____

PLEASE TYPE OR PRINT LEGIBLY

APPLICATION FORM

__CONDITIONAL USE PERMIT
__ZONE VARIANCE
__SPECIAL EXCEPTION
__EXTRAORDINARY EXCEPTION

Name of Applicant _____

Address of Applicant _____

Telephone Number _____

Tax Lot Number of Property for Which Request is Made _____

If you will be represented by an attorney, realtor or other persons, please indicate:

Name _____

Address _____

Telephone Number _____

A sketch map of the property (to scale) with exact dimensions and with the general vicinity must be attached (A section map may be obtained from the County Assessor's office for this purpose). Also indicate existing and proposed buildings and land uses.

Indicate general description of location of property for which request is made (abutting or nearby streets or roads, approximate distance from nearby city, other identifying land marks).

_____

_____

_____

_____

List name and address of all owners of the property for which request is made if other than applicant (use separate sheet if necessary).

_____

_____

_____

(complete other side)

Indicate special uses desired which are not permitted outright under present zoning restrictions and indicate special conditions or reasons to justify your request:

_____

_____

_____

_____

_____

_____

To your knowledge, have any previous requests been made to the Planning Department on this tax lot? Yes No

If yes, please indicate requester's name and docket no. _____

How long have you owned the property? _____

What is the total acreage in the parcel for which the request is made? _____

This application and its uses are subject to the provisions of the Yamhill County Zoning Ordinance, Ordinance No. 83, 1976. The undersigned understands that this application must be complete and accurate; that the permit fee required by Yamhill County shall be paid prior to having this request processed; that an official hearing, after at least ten (10) days notice, will be held by the Yamhill County Planning Commission; and THAT THE DECISION OF THE COMMISSION WILL BE FINAL UNLESS APPEALED TO HIGHER AUTHORITY.

The undersigned also agrees to waive the requirement of Section 43.400 of Ordinance No. 83 that a public hearing be held within sixty (60) days of receipt of an application if it appears to the Planning Director that this requirement is not reasonable due to excessive applications pending before the Planning Commission.

Signature of Applicant _____

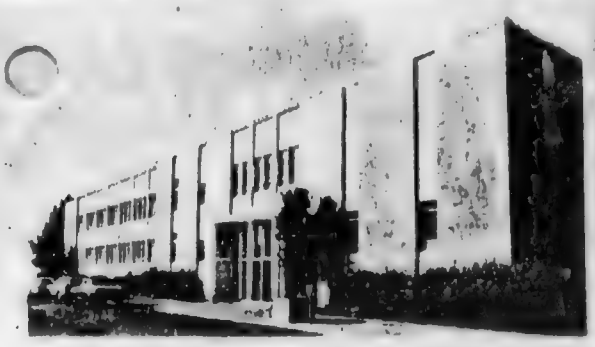
Date _____

Signature of Owner _____
(If different than applicant)

Date _____

10/77

YAMHILL COUNTY
Oregon



COUNTY PLANNING COMMISSION
Department of Planning &
Development

PROCEDURE AND GENERAL INFORMATION FOR
REQUESTING A CONDITIONAL USE PERMIT,
VARIANCE, SPECIAL EXCEPTION, OR
EXTRAORDINARY EXCEPTION

YAMHILL COUNTY PLANNING COMMISSION

The regular Planning Commission meeting date is the first Tuesday of each month unless otherwise announced. In order to have an item of business formally considered by the Commission, the following procedure is necessary:

1. APPLICATION

By the first Wednesday of each month, application must be made on a form supplied by the Planning Department together with the appropriate filing fee and all other required information. This allows the Planning Department to meet all legal public notice requirements for scheduling hearing of the application on the first Tuesday of the following month. Application must be made to the Yamhill County Planning Commission Secretary, Room 17, County Courthouse, McMinnville.

(Consult Yamhill County Zoning Ordinance and Amendments)

2. REFERRAL TO AGENCIES, PLANNING ADVISORY COMMITTEES AND OTHER INTERESTED PARTIES

Application review consists of study and review by the staff, referral to affected agencies or other interested parties, notification to property owners within 250' of the affected property boundary and public advertisement in a local newspaper. The citizens' Planning Advisory Committee representing the area in which your application is made will hold a public meeting to consider your application. You will be mailed an agenda of the Advisory Committee meeting to afford you the opportunity to attend and participate.

3. PUBLIC HEARING

The Planning Commission makes final decision to grant or deny a request, or it may defer action for further study. The Variance, Conditional Use Permit or Special Exception becomes effective fifteen (15) days following the meeting at which the application is approved. A copy of the staff report and an agenda of the meeting will be mailed to you before the meeting.

Extraordinary Exceptions require further review of the County Board of Commissioners and a notice of the date of hearing and final decision will be mailed to you following the Planning Commission meeting.

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

4. APPEAL

The applicant or other affected parties may appeal the decision of the Planning Commission to the Yamhill County Board of Commissioners within 15 days of the Planning Commission decision and in accordance with Section 45 of the Yamhill County Zoning Ordinance, Ordinance No. 83, 1976. Appeal must be made to the Planning Department with the appropriate filing fee.

It is for the best interest of an applicant to have representation at each meeting at which his proposal is considered.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
(ADDENDUM TO ENVIRONMENTAL ASSESSMENT)
Millican Creek Bridge Section
Pacific Highway West
Yamhill County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Rover
Surfacing Design - Lab Bldg.
Region 4: Carl Williams
District 11: J. L. Gunter
Region 4 Geologist: Rolland VanCleave
B. L. Gifford

APPROVED
[illegible]
Date 11-4-77

81.125.1387

8796

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 28, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. F-9-2(-)
Millican Creek Bridge Section
Pacific Highway West
Yamhill County
Project Assessment
ADDENDUM TO ENVIRONMENTAL ASSESSMENT

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's October 18, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (POTTER, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 2, Welsh)

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STATE HWY ENGR
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REFER TO
Mowbray
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ADDENDUM
Millican Creek Bridge Section
Pacific Highway West
Yamhill County, Oregon

An evaluation of alternatives that have been considered for this bridge replacement project has indicated that the installation of a culvert pipe would be the most feasible solution. Installation of a culvert pipe and a modification of the horizontal alignment of the highway will eliminate the need for the detour, minimized right of way requirements, reduced construction cost and minimize future maintenance cost in comparison to a bridge alternative.

Installation of 220 feet of pipe, 11 feet in diameter does require more instream construction and a material source for 32,000 cubic yards of embankment material as compared to a bridge installation. However, right of way is reduced from an approximate 2.9 acres of land involving eight ownerships to 1.8 acres from four ownerships, construction costs are reduced from an estimated 854,000 dollars to 600,000 dollars.

A state owned quarry lying approximately 2 miles north of the City of Lafayette is available as a prospective material source. Excavation of the 32,000 cubic yards of material from this source would expand an existing excavation from 4/10 of an acre to approximately 2 acres and would disturb an area sparsely covered with scrub oak, immature douglas fir, western red cedar and a ground cover of native grasses and forbes. A dense growth of more mature firs, cedar and big leaf maples surround the excavation site and will be left in place screening the area from view. A permit from the Department of Geology and Mineral Industries would be required to excavate from this site. A cultural resource survey of the quarry and project site may be required.

Transporting the field material to the field area would require truck haul over a county road leading to Bridge Street in the City of Lafayette. Thence along Bridge Street to Pacific Highway West. The intersection of Bridge Street and Pacific Highway West is approximately two blocks east of the field site. Pacific Highway West in this area is bordered by an intermix of homesites and commercial developments. Bridge Street within the Lafayette city limits, extends through a residential area. There would be a significant increase in truck traffic along the haul route during the period the embankment material is being transported, if this source is utilized.

Installation of the culvert pipe in the creek channel is being coordinated with the Department of Fish and Wildlife and the placing of the fill over the culvert will require permits from the Corps of Engineers and the Division of State Lands.

Temporary and permanent errosion control elements such as riprap and filter blankets below high water elevation and landscaping of fill slopes above this elevation will be included in the proposal.

On the basis of the above information, it is concluded that the provision of the proposal would not significantly affect the human environment, and that the original type of action of Non-Major (recommended in assessment dated 11-24-75, and approved by FHWA in 12-17-75), would remain the same.

8796 ○ ○ Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 21, 1977

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Millican Creek Section
Pacific Highway West
Yamhill County

TO: MEMO TO THE FILES

Approximately 32,000 cu. yds. of borrow material will be required for the named section. A State controlled source, approximately 2 miles north of Lafayette will be offered as a prospective source.

LKW:az
cc: John Sheldrake
Jack Sullivan
Bill Piete

REFERRED TO

Beard	Dorn
Cole	Sample
Eriksen	Watson dw
Heger	Leu

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please pull a couple of sets of prel. plans for office review. Hal would like an advance look. Doc

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

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SEP 21 1977
ENGINEERING SECTION

Wyatt Grout

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Plans furnished to Versteeg & Christensen 9-26-77 L.W.

8776

Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 1, 1977

W. H. Piete

FROM: W. H. Piete
Final Design Unit

SUBJECT: Millican Creek Bridge
Pacific Highway West
Yamhill County

TO: MEMO TO THE FILES

Jim Lauman, of the Wildlife Commission, telephoned. Lyle Watson wasn't here so I took the call. Jim asked for a set of preliminary plans which won't be ready for at least a week. I told him the culvert will be 11 feet in diameter, approximately 220 feet long, have about 0.2% grade, and have concrete inlet and outlet headwalls, aprons and wings. The channel width is about 12 feet.

Jim said the stream has cut-throat trout which will be migrating between December and March. For a culvert this long the velocity would be limited to 1-1/2 ft./sec. for 80% of the migration period.

The work in the stream would be limited to the period between June 1 and October 15, unless there is an unusually dry fall in which case the work period may be extended till the first freshet. The best construction techniques will be required to reduce turbidity.

To meet the velocity requirements the grade will be flattened to 0.02%, the culvert is being countersunk 1 foot, and the outlet structure will have a weir built about 1 foot high to help maintain the sediment on the culvert floor. The weir will have a notch to help fish passage during periods of low water.

Just upstream from the inlet structure is an abandoned 8'x8' RCBC under the old roadway, this RCBC forms a barrier to fish passage. Since it is of little value to help the fish traverse our pipe and leave them with an upstream barrier a weir will be constructed at the end of our inlet structure about 2 feet high (1 foot above the flow line) to encourage sediment buildup in the box culvert. This weir will also have a notch to allow fish passage during low water periods.

REFERRED TO
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Cole ____ Sample ____
Eriksen ____ Watson ✓ LW
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

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WHP:az
cc: Jim Lauman, Wildlife Commission
Dick Lenz
W. Piete
John Sheldrake

1 copy
Copy

8796

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-9-2(2)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70138

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-3-77	Primary 9	Primary 1W

GENERAL LOCATION:

"Millican Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☒ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 22, 1977, letter you are authorized to proceed with the actual acquisition of right of way as described on sketch map submitted with his letter at a total estimated amount not to exceed $1,750-FF $1,500.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-8-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-955

8796 Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 36-1945

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 22, 1977

FROM: Robert E. Royer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Millican Creek Bridge Section
Pacific Highway West
Yamhill County

TO: Hal Versteeg
ROAD DESIGN ENGINEER

During the past several months, we have had discussions with the Soils & Geology Engineer, the bridge section & your office, concerning alternatives to replace the existing structure. Additional soils investigation is presently underway.

Assuming favorable results from the soils investigation, the Region Office recommends that a culvert be used rather than a bridge in replacing this structure. We feel that the two stage construction scheme does not provide as high a level of safety to the motoring public as does the three stage scheme. We therefore recommend that the construction proceed in three stages. The contractor must still exercise extreme caution during stage one in order to insure that the existing structure is not damaged.

1 Versteeg ✓
Olson
2 DO
3 AHB
Copy

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JUN 22 1977
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RER/lea
cc: Walt Hart
Frank Terpin
Lyle Watson
Warren Mueller

REFERRED TO

Beard Reed
Cole Samp
Eriksen ✓ Watson REM
Hager Wolf
Discuss Do File Copy
FINAL DESIGN ENGI

8-176 Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 16, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Millican Bridge Section
Pacific West Highway
Yamhill County

TO: MEMO TO THE FILES

In May, 1977, Region II requested reconsideration of the use of a culvert in lieu of the bridge at the subject site. As a result of this request additional information was requested from Region II; Mr. F. W. Yarbrough, Soils and Geology Engineer; and the Bridge Section as to the foundation problems, condition of structure and measures necessary during construction to safely install a culvert.

Attached is a letter dated May 31, 1977, from Mr. Warren E. Mueller to Mr. John Sheldrake outlining a proposal and procedure to install a metal culvert and place the fill around the existing bridge structure in two stages. Also attached is a letter from Mr. W. J. Hart dated June 9, 1977, indicating that the culvert could be installed by utilizing a two stage construction phase and filling around the bridge or by using a three stage phase and removing the structure before placing the pipe and fill through the structure area. (This was Road Design's proposal for installing the culvert.)

A letter from Mr. F. W. Yarbrough dated June 10, 1977, also concurs with either method of culvert installation and bridge utilization or removal. Both Mr. Yarbrough and Mr. Hart's letters express a need for a considerable amount of bracing during the backfilling around the structure and a need for extreme care and caution during this operation if this alternative of culvert installation is utilized.

A comparison of estimated costs of construction for the two alternatives shows no significant difference.

After due consideration of both alternatives and the associated advantages, disadvantages and risks it is recommended that the three stage culvert installation be used and the bridge be removed before the culvert and fill is placed through that area.

DOC:az
cc: W. J. Hart
F. E. Terpin
J. W. Sheldrake
L. K. Watson

1 Verstaeg ✓
Olson
Christensen DOC
Scott
2 Swenson
Savage
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RECEIVED
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1977

To: J. H. Versteeg
Road Design Engineer

Attention: Duane Christensen

SUBJECT: Millican Bridge Section
Pacific West Highway
Yamhill County
Feasibility of Culvert

There is no question that fill and culvert construction is feasible at this site and may be used instead of the bridge structure if desired; and it appears to be feasible to do it in two stages instead of three if desired. A profile of settlement expected under the first stage fill and final stage of fill construction is attached. Total settlement under the high part of the fill will probably not exceed about 10-cm.

If the culvert is located through the station 36 space between existing bents, which is the next bent east of the present creek, excavation more than 4-meters deep will have to be shored and braced. Shoring could be green timber piles inserted into drilled holes rather than driving, which would cause disturbance of the slope. Shoring should extend at least 3-meters below invert. Bracing will then be needed only at the top and should have a capacity of 3 tons (metric) per meter along the culvert.

Satisfactory compaction of fill around the existing pile bents can be obtained if effort is made to overcome the inconvenience. Some of the piles will probably settle some with the fill and some may not, so that frequent additions to shims under the caps may be needed as the fill is placed. No misalignment of the piles should occur if the fill is maintained nearly level around them. Never-the-less, it might be prudent to prohibit apprentice 'dozer drivers from operating around the bents while the bridge is carrying traffic.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Jack Davis
Frank Terpin

REFERRED TO

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Eriksen	Watson
Hagen	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Verstaeg
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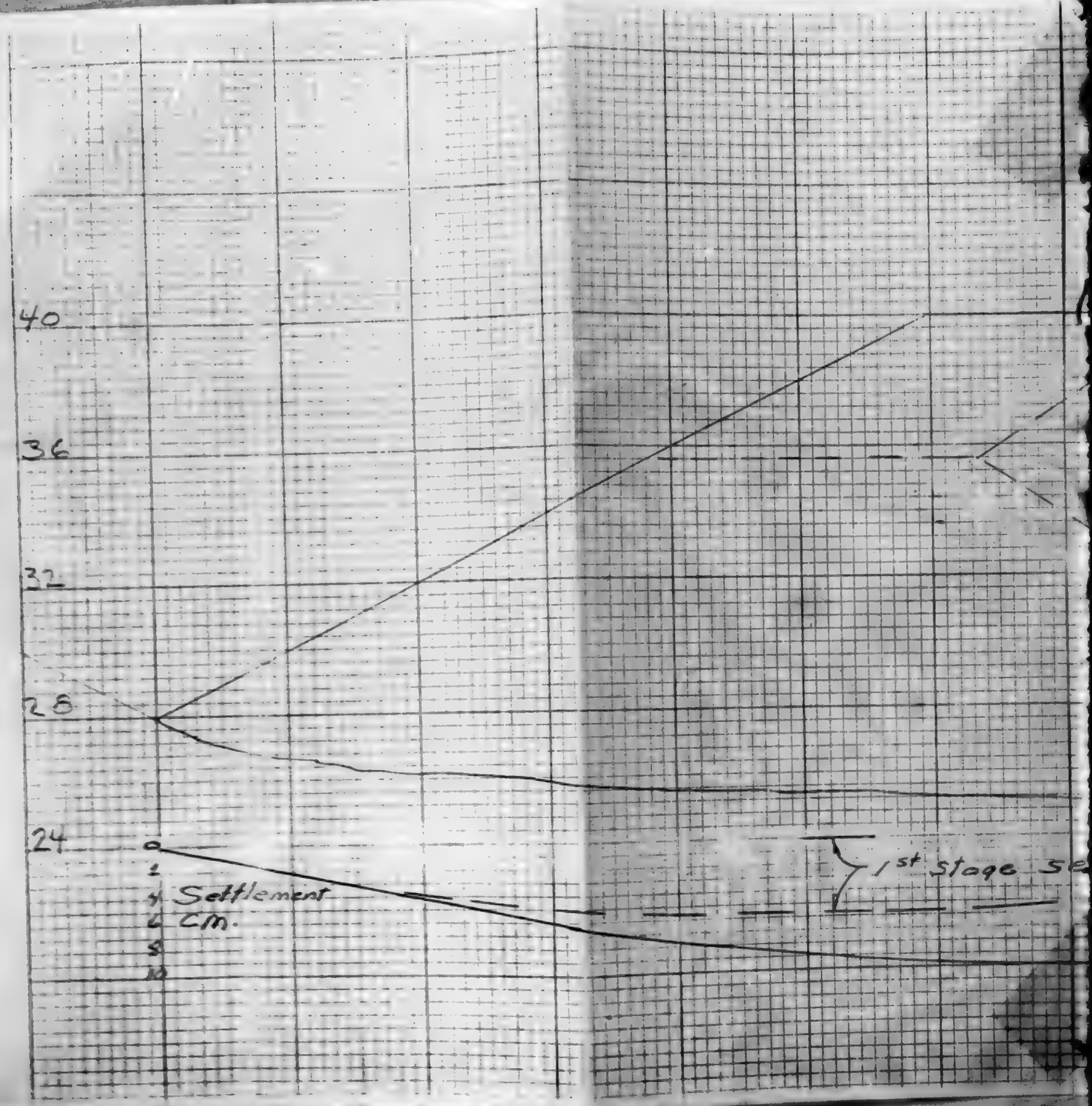
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MILLICAN CREEK BRIDGE

Settlement Profiles

6-10-77

-total settlement

36-1945

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

DATE MAY 19, 1977

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT MILLICAN CREEK BRIDGE
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

ATTN: G.W. WIMER

The following excerpts are from Duane O. Christensen's April 8, 1977 Memo to the File:

1. Shifting the line 13.5 M north saves $190,000.00 by eliminating the cost of the detour.
2. Substitution of a culvert for the structure could reduce the cost of the project approximately $100,00.00, but is not recommended for the following reasons.
   A. Additional enviromental problems.
   B. Foundation.
   C. Possible failure of existing structure due to slopes adjacent to pile columns.
3. Correction of the substandard vertical curve and super rates at the beginning of the project would cost about $160,000.00.

I purpose we reevaluate the construction of a box culvert on the new alignment.

The substitution of a box culvert could save $100,000.00.

I have discussed the enviromental provlems with Eddie Welch. He has

indicated that the impact is mostly the removal of the brush in the canyon. Most of which will be removed on the north slope regardless of fill or structure.

The slope on the south would not be changed since the line has been moved north.

There should be no additional problems to the fish with the box culvert. The creek drops approximately 6 meters in 1 kilometer which is relatively flat. Extreme water flow is from the Yamhill river flood back water, which should not present a greater problem to the fish than the existing box culvert.

I discussed the foundation problems with Fred Yarbrough. There will be some soft spots in the creek bottom, but if the box was build east of the present creek location it could be constructed without working in the channel. Suitable foundation in the creek bottom is available with about 12 feet of excavation. Mr. Yarbrough feels there should be little difficulty in constructing the box culvert.

The attached table attempts to show the differences between a structure and a box culvert.

I recommend that a box culvert and fill be installed in place of a structure for the following reasons.

1. Future reduction in cost to complete roadway to 4 lanes.
2. Elimination of repairs to bridge due to stabilization of creek bank.
3. Savings of $100,000.00.
4. Existing structure can be disposed in fill counter balance.

	STRUCTURE	BOX CULVERT
DISCRIPTION	Centerline 13.5M north of existing structure.	Same as structure..
TRAFFIC HANDLING	No detour Stage construction Traffic control	Same as structure.
RIGHT OF WAY	Requires right of way north side.	Same as structure.
ENVIROMENT	Requires removal of vegetation north side only.	Requires removal of vegetation north side only. South slope will fall in area occupied by existing bridge.
CONSTRUCTION PROBLEMS	Nearly eliminates excavation and recompaction. Requires toe stabilization on north side only.	Should eliminate excavation and recompaction. Requires toe stabilization or counter balance both sides. Will require care in slope placement under existing structure. Bridge Maintenance Engineer recommends bridge replacement with fill section.
FUTURE WIDENING TO FOUR LANES	Will require toe removal and stabilization.	Fills should be stable by that time. Reduced cost.
COST	$687,000.00 minimum project.	$587,000.00 minimum project.
SAFTY	Records show no reported accidents, but one car accidents do continue to happen. See attached news photo - most recent accident May 6 1977 guardrail damage. no police report.	

prefix 36-1945

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

DATE MAY 31, 1977

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT MILLICAN CREEK BRIDGE
YAMHILL COUNTY
FOUNDATION TESTS

ATTN: G.W. WIMER

REGION 2 ENGIN:
RECEIVED
JUN 6 1977
ROAD DESIGN SECTION

Versteeg
Scott
Swanson
Trout
Requires Reply
Return To
Bring Up
Other

I have contacted our Region Geologist, Bill Fretwell, and found that 10 test holes for fill data have been taken. Tests are still required, for bridge foundation and for the toe of the proposed slope, which will verify the need for toe stabilization.

I also discussed the proposed fill with Fred Yarbrough, who said that tests at the fill toe could reduce the amount of toe stabilization required.

I reviewed cross-sections of the proposed fill showing stage construction, and this stage construction would require building the fill in 3 stages. I feel that the fill can be constructed in 2 stages with fill material being placed between the bents of the present bridge; traffic then placed on the north side of the fill, the old structure dismantled, and the concrete deposited in the fill slope.

In this method the fill would be partly placed between the pile bents of the structure. The complete box or metal culvert could be installed in one stage. The detour roadway could be incorporated into the final roadway without loss of this material.

I have discussed this method with Eddie Payton, Region II Bridge Maintenance Engineer, and he has agreed that fill material can be placed under the existing bridge. cc (5) Duane Christensen w/o attach

I recommend that we place the culvert one span east to eliminate some of the turns of the proposed location.

The pipe does not have to be placed at right angles to the existing roadway as a span of 7 meters will alow a 3.3 meter culvert to be skewed under the structure.

The bents at this location have been strengthened with steel "H" piles so there should be no problem with the structure during the excavation for the culvert.

Maintenance has expressed concern with the bends in the culvert as they tend to trap debris. This location would have the advantage of a straight addition when the section is 4 laned.

The following pictures show the conditions under the structure as of June 1, 1977.

I recommend the use of a metal culvert, That we include subexcavation for areas that mey be soft in the creek bottom. Material to be used in the fill to be shale rock from State controled source 2 miles north of Lafayette, with the option that commercial sources may be used if of comparable quality and at a savings to the State. Commercial sources have added haul and royalty. Make state source mandatory and if contractor has suitable site at price reduction, approve on Price Agreement. D Kimmer

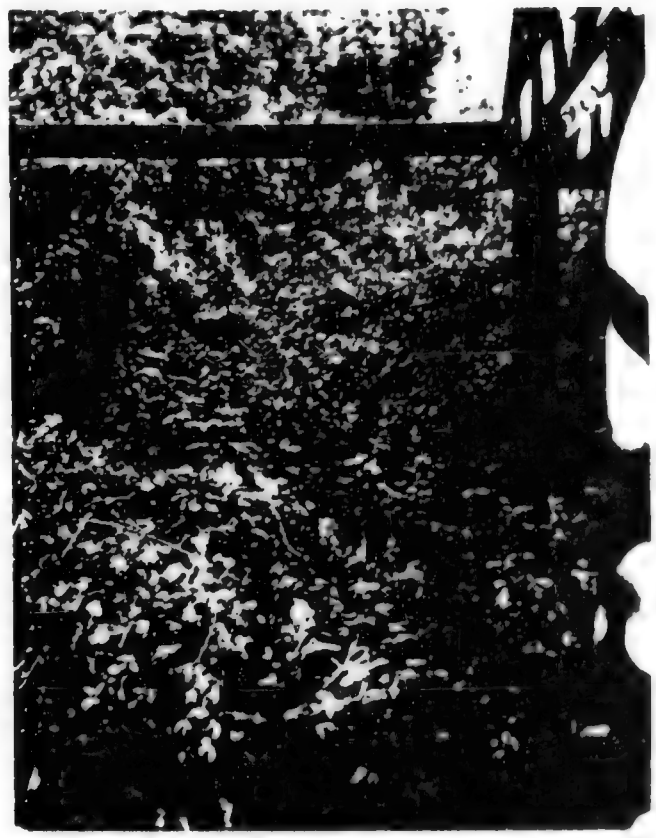
The contractor shall be required to submit a plan for installation of the fill material which will include the prevention of stream polution.

	Concrete Box culvert	Metal pipe
Foundation	Sub excavate and compact backfill	Subexcavate soft spots and backfill
Construction time	1½ to 2 months	2 to 3 weeks
Cost (from Cost Acct.)	2.4 x 2.4 Meter (8'x8') $750-800 / meter	3.3 meter (11') $650 - 700 / Meter

WEM/db

cc; file

Millican Creek

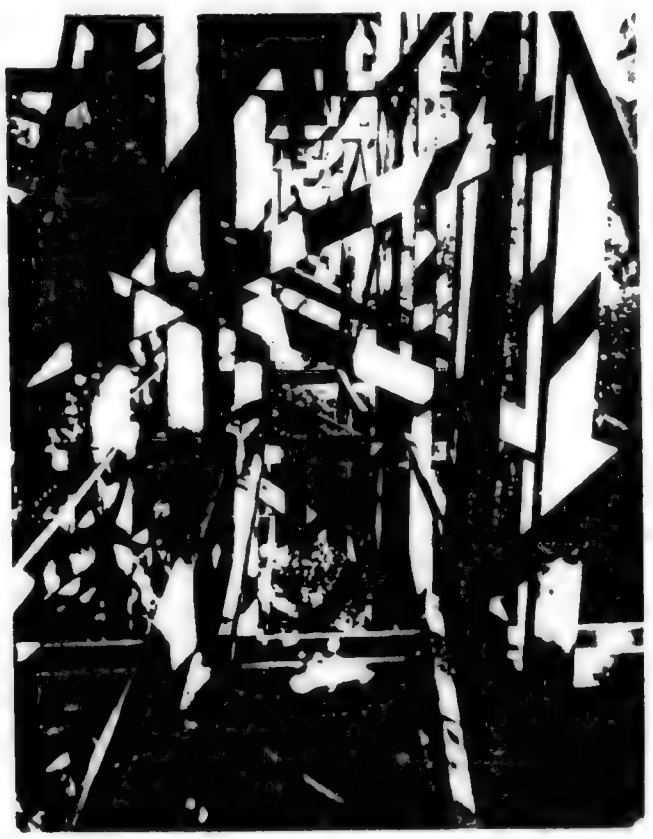


Area Between Bents East of Creek
Top of Bluff at Top of Picture

Bent at Creek Channel
2 upstream Piles in Creek

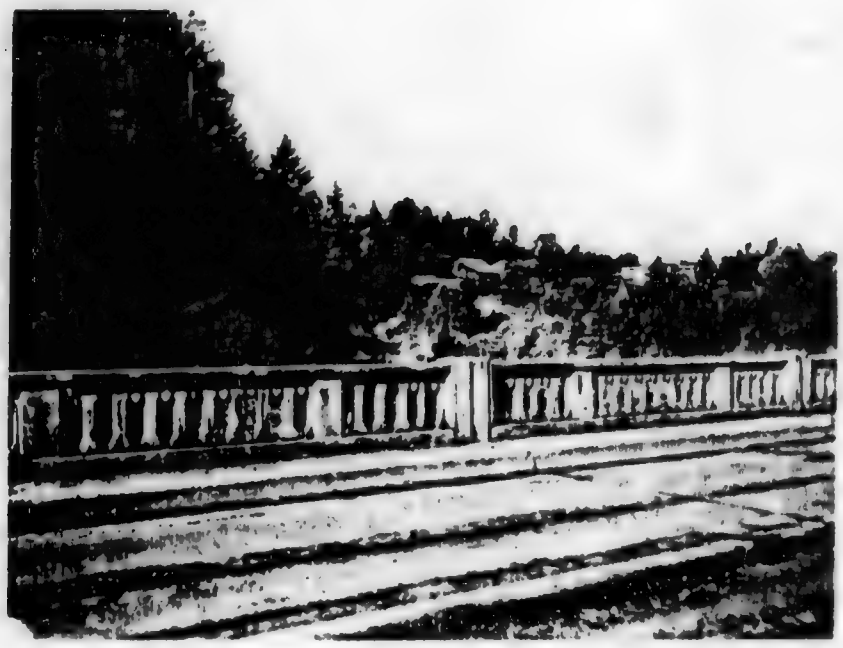
96-1143
Millican Ck.

South Side of Bridge showing Creek



Under Structure Looking West.

36- 1745
Millican Ck.



Looking South West
Down Canyon

VICINITY MAP

MILLICAN CREEK

Broken PC Conc. fragments piled to form barricade
Existing R/W Line
Old Pac Hwy
Natural Spring Road
To McMinnville
Existing R/W Line
"LE"
13°C.R
Ta 53°22'45"
Ts 287.323 m
e 0.090 m/m
"LW"
13°C R.
Ta 42°45'45"
Ts 238.134 m
e 0.090 m/m
58°75'39"E P.C.S.
Ditch
EXISTING

OLD PGE HWY

PROPOSED DETOUR TO BE USED DURING CONSTRUCTION OF NEW STRUCTURE

EXISTING STRUCTURE

Pacific Highway West

Existing R/W Line

Existing R/W Line

R/W Line

Ditch

TREES

Plowed Field

East line Elijah Millican DLC #43

"LW"
13°C R.
42°45'45"
238.134 m
0.090 m/m

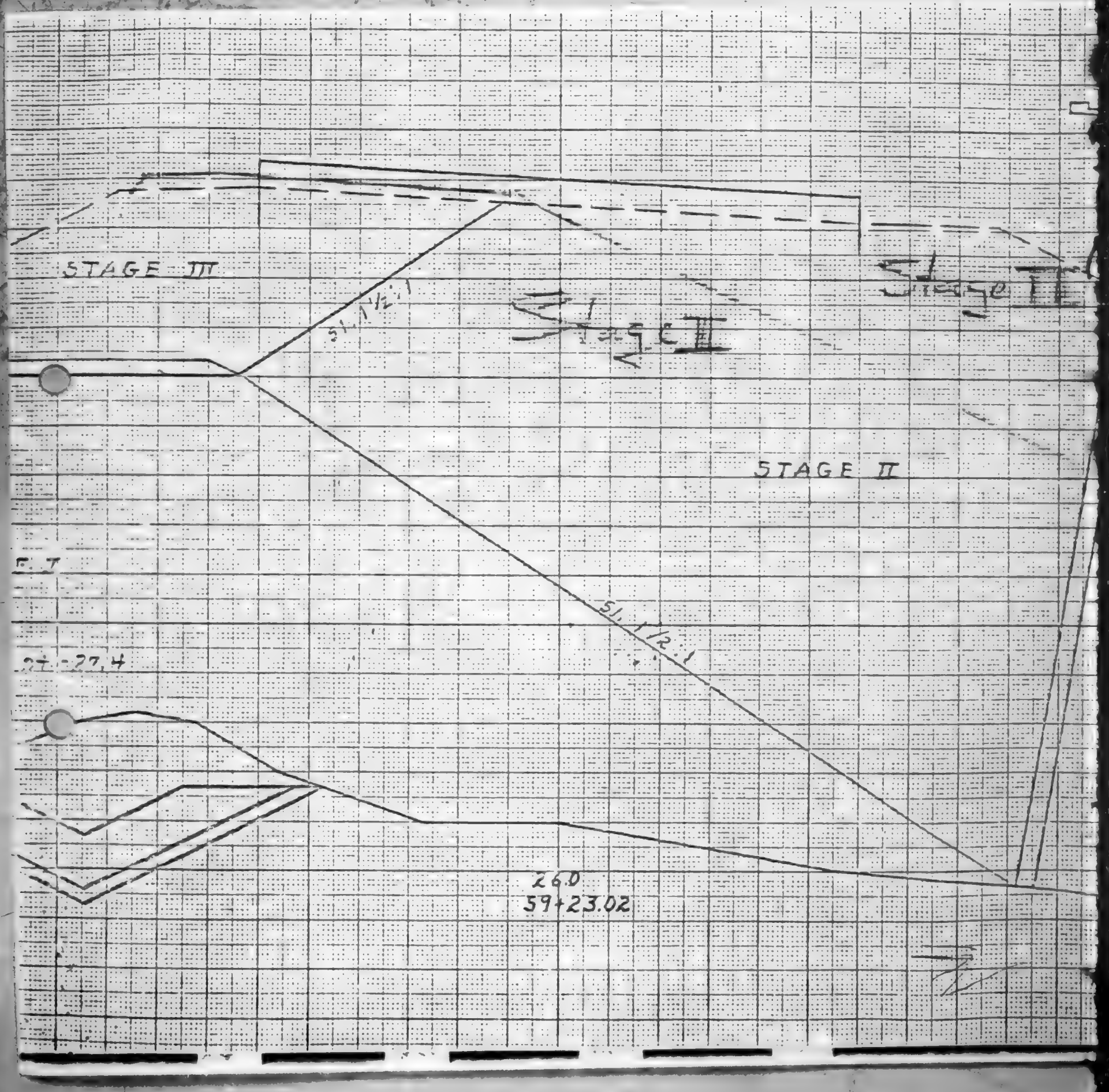
130° Sp
S 8° 27'
a 100

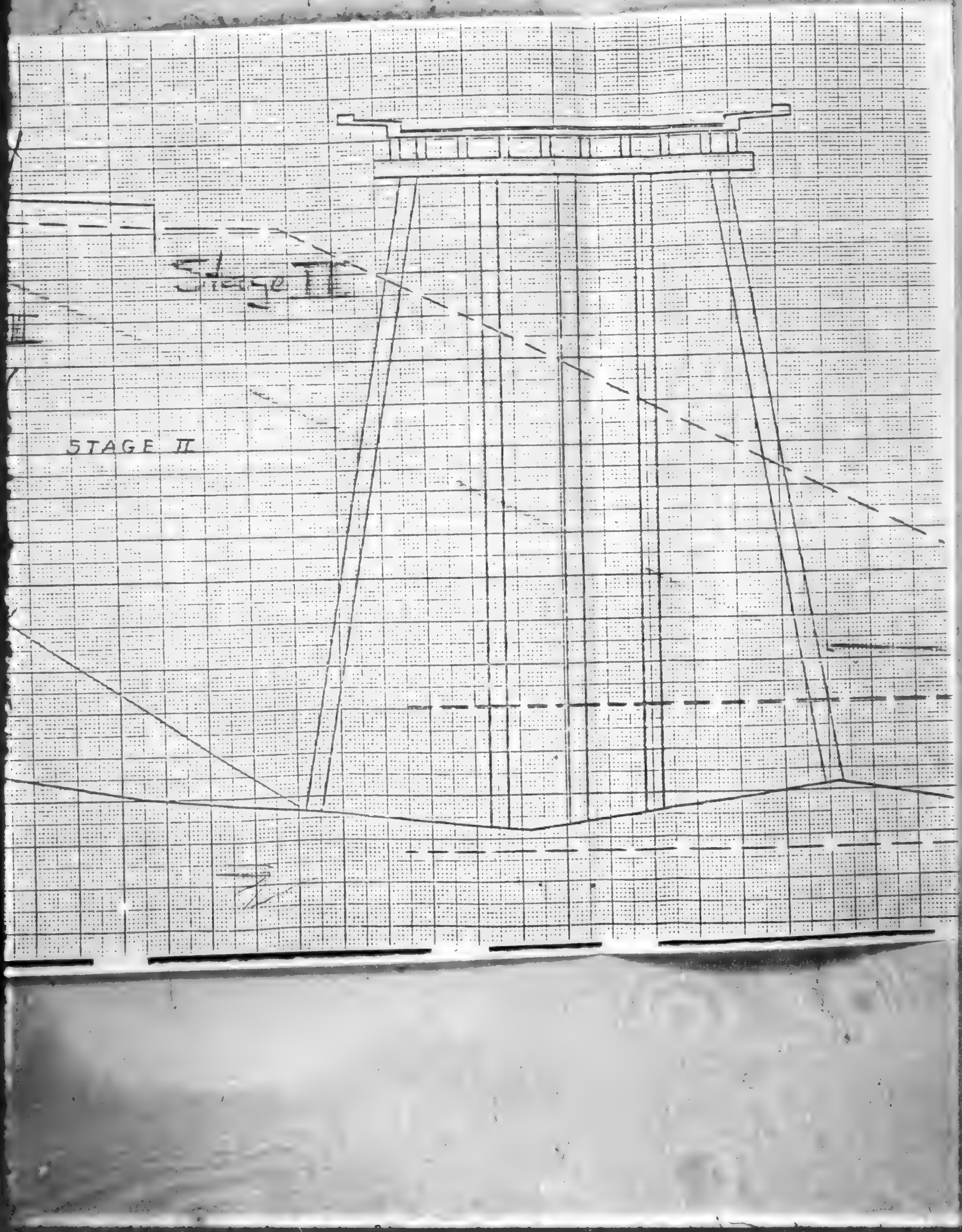
58+75.395 P.C.S.

60+05.005 P.T.

NOTE: This map prepa
Figures enclose
show old, or in
values for curve
stationing, etc.

TYPICAL [illegible] STRUCTURE


STAGE III
STAGE II
E.T
27.27
26.0
59+23.02


STAGE II

8776

Unchecked

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 9, 1977

FILE:

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. D. O. Christensen
Final Design Engineer

SUBJECT:
Millican Creek Bridge
Bridge 16279
Pacific West Highway
Yamhill County

Two methods of installing a fill and multiplate pipe in Millican Creek as a replacement for the existing bridge are presently being considered. The first method is by stage construction of the proposed fill and pipe, allowing traffic to be diverted to the fill before work is performed under the existing bridge. The second method requires construction of the pipe and fill under the existing bridge while traffic is maintained on the bridge. Either of these methods are acceptable to the Bridge Design Section.

Of the two methods, installation of the pipe by stage construction of the pipe and fill appears to be most desirable. Far less risk of damage to the existing bridge and hazard to traffic is present in this method. The additional costs normally associated with stage construction can be easily offset by elimination of necessary additional bracing to the old bridge, shoring and cribbing of excavation under the bridge, additional cost of fill placement around the very fragile existing timber piles, and risk of accidental damage to pile bents resulting in failure of the bridge under traffic. Also by this method, it appears that the pipe can be designed with a continuous straight alignment under the completed fill. Subexcavation as required for foundation stabilization could be accomplished with no hazard of undermining existing pile bents, since traffic would be diverted to the new fill and the old bridge removed before such excavation was performed. Analysis of foundation material indicates that no horizontal movement of the material sufficient to damage pile bents will occur from loads of the new fill under stage construction.

If the second proposed method of construction is necessary, a number of considerations will be necessary as follows:

1. A system of additional bracing for existing timber pile bents will be required. Both new and existing bracing will require relocation upward from time to time as the fill is brought up under the bridge. The Bridge Design Section will furnish plans for the bracing system if this method is selected.

REFERRED TO

Beard ____ Roed ____
Cole ____ Sampson ____
Eriksen ____ Warren ✓
Hager ____ Wolfe ____
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
1 Copy Swenson
Savage
Trout

RECEIVED
JUN 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

2. Competent shoring of the walls of the pipe excavation under the bridge will be required. The easterly face of the excavation will be approximately 4.8 meters high if the pipe passes under Span 6 as planned. Potential sliding of this soft existing fill during excavation could result in damage to existing pile bents. The contractor should be required to submit plans for approval for proposed shoring before such excavation is performed.

Timing of the project should require this excavation to be performed during the drier season of the year to reduce potential existing fill failure. Existing steel H piles in Bents 7 and 8, properly braced, may be incorporated into a system of shoring with additional piling and/or shoring members as required.

3. Through the Special Provisions, the contractor should be warned that absolute control and caution will be required in placing and compacting fill material evenly around the existing pile bents as the fill is brought up under the bridge. Fills around piles may require hand placement and compaction.

For maintenance purposes, alignment of the proposed pipe should contain no more than one bend. This appears to be practical under the second construction method.

JD:mjv

cc John Sheldrake
Fred Yarbrough
Jack Davis

8796

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

RECEIVED
STATE HWY ENGR
MAY 12'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Millican Creek Bridge

DATE: May 11, 1977

The state has reviewed your project and reached the following conclusions:

cc: G. L. Green
~~W. S.~~ Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
Region 2 Engineer
District 3 Engineer
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7704 2 570

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
APR 29 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7704 2 570 Due Date: MAY 06 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION HAS ASSURED THIS OFFICE OF CLOSE COOPERATION ON THIS MILLICAN CREEK BRIDGE PROJECT IN YAMHILL COUNTY. THE NEED FOR A CULTURAL RESOURCE SURVEY WILL BE DETERMINED AFTER A REVIEW OF ENGINEERING PLANS.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM OREGON 97310

Agency SHPO By Paul M. Hintzen

8776

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

5-3-77 Discussed this w/ Sheldrake. Explained to him that this would be the contractors responsibility. He said they would inform Mueller. Don Trout Brummitt copy-

DATE ~~APRIL 14, 1977~~ 5-3-77

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER Warren E Mueller

SUBJECT ROCK CREEK BRIDGE SECTION
MILLICAN CREEK BRIDGE SECTION

ATTN: G.W. WIMER

On April 13, 1977 I visited the Yamhill County Planning Commission in regard to the procurement of material for fills at the two subject projects. The state owned quary site about 2.3 miles north of Lafayette has a conditional use permit. If we require enlargement of the site, which is about 600' x 600', we will need a new permit.

For Rock Creek the contractor will be required to obtain a conditional use permit for any material he purchases locally, which is not covered by a permit.

The attached information was forwarded to the Specifications Sections for this use.

WEM/db

CC: ARTHUR BRUMMITT, SPECIFICATIONS
BILL PIETE, DESIGN
FILE
c/o ATTACHMENTS

Versteeg
Olson
Chrysanthemum
Scott
Swenson
Savage
Trout

RECEIVED
APR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

3796

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1977

Commander R. W. Walton
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

NOTED
E. S. HUNTER

Millican Creek Bridge, Bridge No. 16279
Pacific Highway West, ORE 99W
Yamhill County
Navigability

Your letter of April 19, 1977 (16590 Serial 203) submitted a blank form requesting information for determination of navigability of Millican Creek.

Except during flood period, this is a very shallow creek which is overgrown with brush and grass. It drains only 5.4 square miles of agricultural and undeveloped land and the runoff is fairly fast. Most of the high water is backwater from the Yamhill River which is about one-fourth mile downstream from the bridge site. It is our opinion that the creek is not navigable at the bridge site. This is a small creek similar to hundreds of others in the state.

The completed form is attached, along with a county map showing the site location. If you need additional information, please call me.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

Enclosure

cc E. S. Hunter
L. W. Rulien
John Sheldrake
L. L. Wallace

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8716

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 27, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Millican Creek Bridge Section
Pacific Highway West
Yamhill County

TO: H. S. Coulter
State Highway Engineer

In compliance with ORS 373.015, the City of Lafayette was offered a public hearing on subject section and responded by the attached letter than none was required.

Attachment

FET:mc

cc J. H. Versteeg
J. B. Boyd
Gary A. Potter
John Sheldrake

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CITY of LAFAYETTE

PHONE 864-2451

231 JEFFERSON ST. —— P. O. BOX 55 —— LAFAYETTE, OREGON 97127

April 20, 1977

Mike Shultz
Project Developement Coordinator
Highway Division
P.O. Box 30
Salem, Oregon 97310

Dear Sir:

It was the unanimous decision of the Council of the City of Lafayette that a public hearing is not necessary on the proposed Millican Creek bridge project.

Sincerely,

Blanche A. Williamson

Blanche A. Williamson
City Recorder

RECEIVED
APR 26 1977
LOCATION
SECTION

NOTED
F[illegible]

8796 Yamhill

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

April 21, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Millican Creek Bridge Section
Pacific Highway West
Yamhill County

TO: F I L E

Fearing that the impacts of the revised alignment might be significant enough to warrant a change in project category from Category 3 Non-Major, assessment only, I requested that the Environmental Section review the assessment.

By the attached memo, it is reported that the assessment included the proposed revision as an alternate and therefore no change in category is warranted.

Attachment

FET:mc

cc Paul V. Riedl, FHWA
J. H. Versteeg
J. B. Boyd
Gary A. Potter
John Sheldrake

1 Versteeg
2 Olson
Copy Christensen
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
APR 21 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8796

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 12, 1977

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Millican Creek Bridge
Pacific Highway West
Yamhill County

TO: MEMO TO THE FILES

At a meeting with the Location, Bridge, Region and F.H.W.A. the proposal for the construction of a new structure on revised alignment was approved. For the revised alignment proposal, see the accompanying enclosure.

Final Design to prepare the following:

1. Revise alignment on Bridge vicinity map.
2. Furnish revised alignment to Region to be staked on the ground.
3. Give proposed slopes to Right-of-Way Description Unit.
4. Prepare preliminary plans and submit to F.H.W.A. for review.
5. Review for bikeway, check on type of funding and advance project to earliest letting.
6. Obtain F.H.W.A. approval for salvaging steel piling, stringers, beams, etc., from existing structure.

Location Section:

1. Review for public hearing and if required, prepare necessary plans.
2. Review soil explorations and revise toe trench.

Bridge Section:

1. Prepare preliminary design, submit to F.H.W.A. for review.
2. Complete soil exploration after alignment has been staked.
3. Prepare final structure plans for early contracting, possibly this fall.

NOTED

Region:

1. Stake the revised alignment.

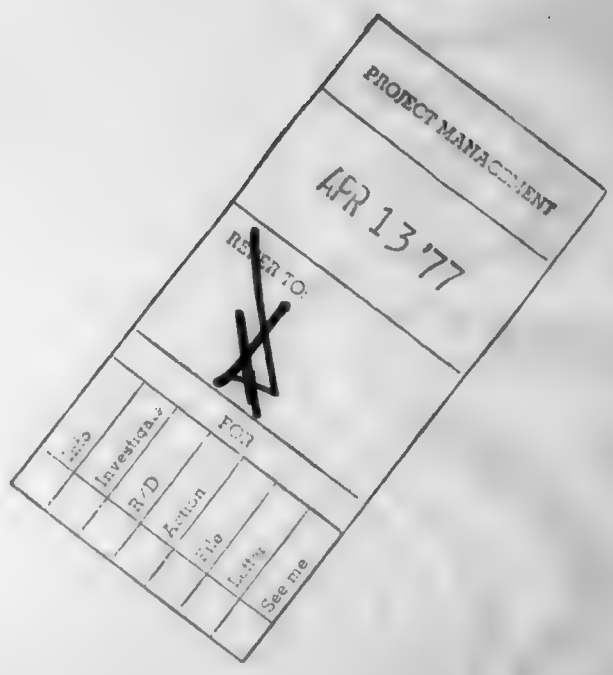
2. Assist Bridge Department in completing their soil explorations.

3. Approximately 45,000 c.y. borrow is required. Review sources and if state furnished, prepare development plans, obtain permits.

4. Surfacing quantities will be contractor furnished.

5. Furnish site for storage of salvaged materials from existing structure.

LKW:az
Enclosure
cc: L. W. Rulien, w/encl.
F. E. Terpin, w/encl.
John Sheldrake, w/encl.
Paul V. Riedl, w/encl.
F. Yarbrough, w/encl.
Jack Davis, w/encl.
George Vaughn, w/encl.
A. Brummitt, w/encl.
William Piete, w/encl.



8796 (#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 8, 1977

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
220 High St. N.E.
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Millican Creek Bridge
Highway: Pacific Hwy. West, ORE 99W
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 9, 1977.

BLG:ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R, W. Ellison

Region Engineer: John Sheldrake
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: DOT Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80			
04	12] CONTACT PERSON: L. W. Rulien [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Millican Creek Bridge [71					
11	12] PROJECT LOCATION—CITY: Pacific Highway West ORE Rte. 99W	PROJECT LOCATION—COUNTY: Yamhill	PROJECT LOCATION SEC: T: 4S R: 4W [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) This proposal is to cover the construction of the subject section approximately [71					
06	12] 0.05 mile east of Millican Creek to 0.05 mile west of Millican Creek near [71					
07	12] community of Lafayette. Work involves bridge replacement and approaches. [71					
08	12] Length approximately 0.1 mile. Engineering reviewed December 11, 1975. [71					
09	12] [71					
10	12]					

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	664,950	--	110,050	--	--	775,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: US Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No ☐ 30 Date: April 8, 1977	Yes [X] 31 No ☐ 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	May	9	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4/8/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

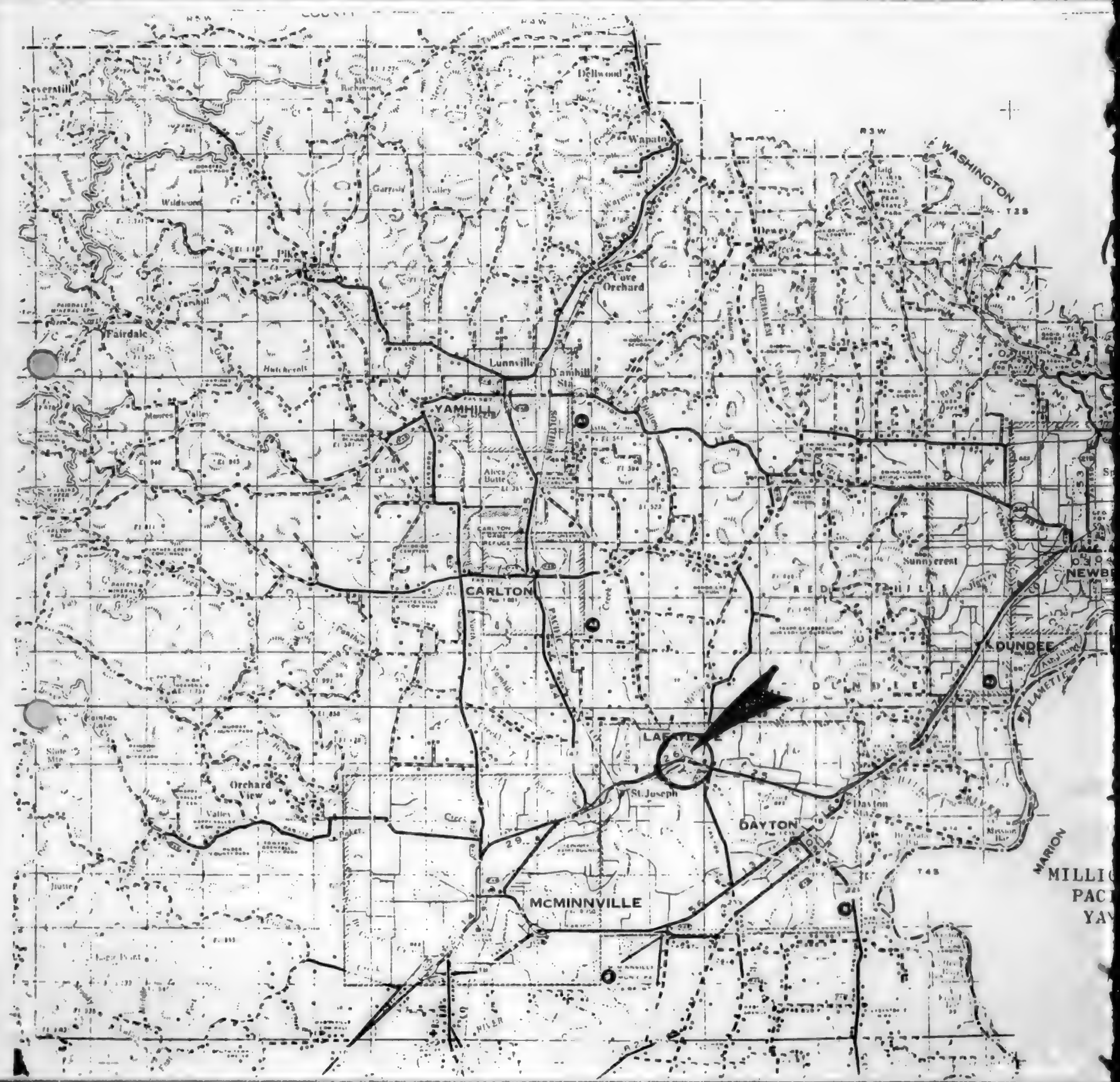
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan. Right-of-way will be required.


R3W
Dellwood
Wapato
WASHINGTON
T3S
Garrison Valley
Wildwood
Cove Orchard
Yamhill
Fairdale
Lunnsville
Hutchcroft
YAMHILL
Alices Butte
CARLTON
Sunnycrest
NEWBE
DUNDEE
LAFAYETTE
St. Joseph
Orchard View
DAYTON
McMINNVILLE
MARION

SKETCH MAP
MILLICAN CREEK BRIDGE
PACIFIC HWY. WEST
YAMHILL COUNTY

5776 C

Yamhill

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 8, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Millican Creek Bridge
Pacific Highway West
Yamhill County

TO: MEMO TO THE FILES

This project was submitted by the field replacing the existing structure with a new structure on approximately the same alignment.

A change is being recommended which will substantially reduce the costs without reducing the overall quality of the finished project.

1. The alignment is being moved about 13.5 M. (48') north of the existing centerline at the structure to allow the new roadway to be built beside the existing structure. This eliminates the need for the detour. The new alignment reduces the cost about $190,000.

The substitution of a culvert for the structure could reduce the project cost approximately $100,000. This alternate is not recommended for the following reasons.

1. Additional environmental problems over the structure.

2. Foundation.

3. Possible failure of existing structure due to embankment slopes adjacent to existing pile columns.

We also considered extending the project limits. This would have corrected the substandard vertical curve and super rates at the beginning of the project and extended the new section to match the street width in Lafayette. We rejected this due to the good accident history and the added costs of about $160,000.

The Design Section will meet Monday, April 11, 1977, at 1:00 pm in the Small Conference Room, with the Region, Bridge and Location for a review of the recommended revision.

REFERRED TO
Beard ___ Steel ___
Cole ___ Sample ___
Eriksen ___ Warren ___
Hager ___ Wolfe ___
Return Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Versteeg ___
Olson ___
I [illegible] Dor
Scott ___
Swenson ___
Savage ___
Trout ___

RECEIVED
APR 8 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

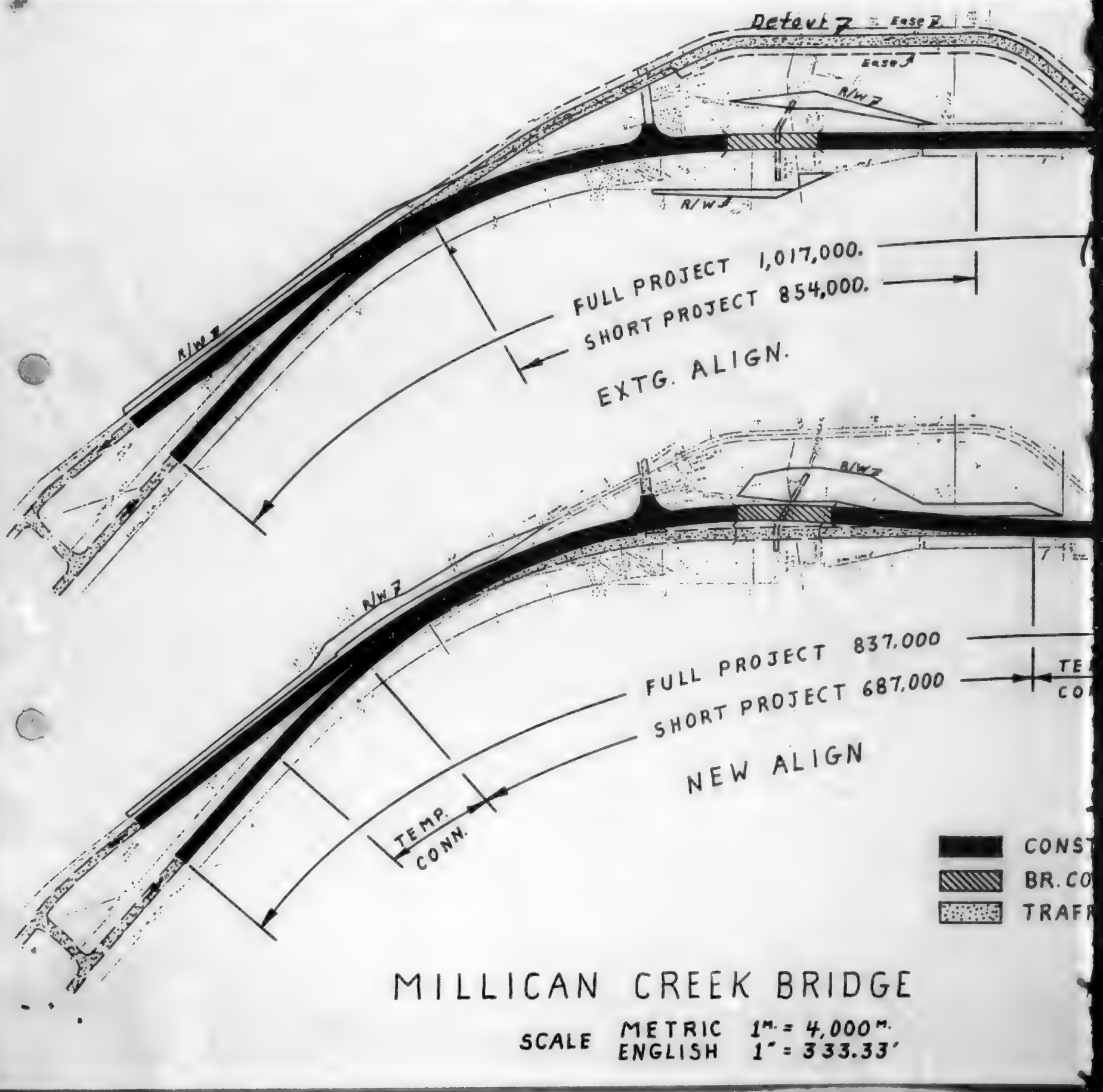
LKW:az
Enclosure
cc: Frank Terpin, w/encl.
Bob Ellison, w/encl.
John Sheldrake, w/encl.
Fred Yarbrough, w/encl.

EXISTING ALIGNMENT VS. NEW ALIGNMENT

	EXISTING ALIGNMENT	REVISED ALIGNMENT
Description	Approximately same as existing centerline at structure.	Moves centerline 13.5 M. (48') north of existing centerline at structure.
Traffic Handling	Requires detour. Separates traffic and construction. Poor horizontal alignment (36° curve). Poor vertical alignment (6.5% grade).	Requires stage construction. Traffic on existing highway. Better horizontal alignment (4° curve). Better vertical alignment (5% grade).
Right-of-Way	Requires right-of-way both sides of existing highway. Detour easement with possible acquisition problems. 0.284 Hectare (0.70 Ac.) Right-of-way 0.872 Hectare (2.15 Ac.) ease. Right-of-way from eight owners.	Requires right-of-way on north side only. No detour easement. 0.636 Hectare (1.57 Ac.) Right-of-way from six owners.
Environment	Requires removal of heavy vegetation on both sides of existing fill. Requires extensive clearing on detour.	Requires removal of vegetation on north side only. No detour.
Construction Problems	Requires excavation and recompaction of easterly bridge abutment. Requires toe stabilization on both sides of existing fill.	Nearly eliminates excavation and recompaction. Requires toe stabilization on north side only.
Costs	Cost $1,017,000.00 for full project or $854,000.00 for minimum project.	Cost $837,000.00 for full project or $687,000.00 for minimum project.

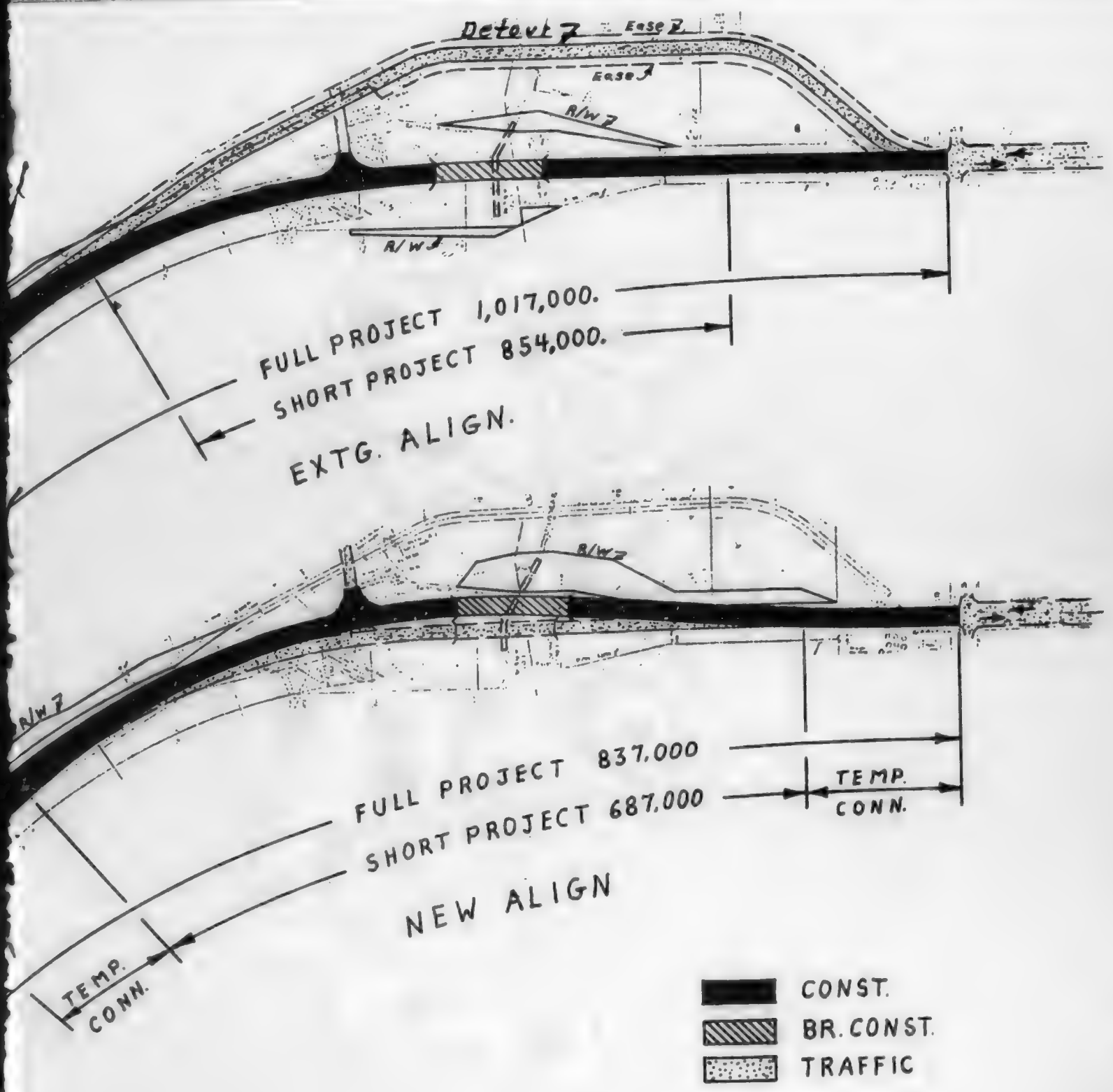
FULL PROJECT VS. MINIMUM PROJECT

	FULL PROJECT	MINIMUM PROJECT
Description	Sta. 53+70 to Sta. 61+60. 790 M. (2,590'). Construct approach fills and new curve with standard four lane to two lane transition, vertical curve and supers. Extend wider section to match street width in Lafayette.	Sta. 55+70 to Sta. 60+60. 490 M. (1,610'). Construct approach fills and minimum roadway needed to match existing roadway.
Safety	Accident record from 1971 to 1976-1/2 shows one accident on transition end and two accidents on Lafayette end outside minimum project limits.	
Costs	Costs $837,000.00 for revised alignment or $1,017,000.00 for existing alignment.	Cost $687,000.00 for revised alignment or $854,000.00 for existing alignment.



MILLICAN CREEK BRIDGE

SCALE METRIC 1" = 4,000"
ENGLISH 1" = 333.33'



MILLICAN CREEK BRIDGE

SCALE METRIC $1^m = 4{,}000^m$.
ENGLISH $1'' = 333.33'$

8776

FORM E-30

RECEIVED
NOV 29 1976

Versteeg ✓
Olson
Scott
Swenson

Requires Action
Requires Approval
Receiver Keep
Do not File
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Other

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE — ROAD DESIGN SECTION

Salem, Oregon
November 24, 1976

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Millican Bridge Section
Pacific West Highway
Yamhill County
Fill and Foundation Strengthening

Abutment fill slopes at the subject location have been creeping downslope due to substandard compaction in the fills and weakness in the foundation. The cause and degree of weakness has been exposed by three drill holes and several hand penetration tests. A couple of vane shear tests have been made.

Some additional holes and tests will be made to confirm details of design. However, stabilizing construction as described hereinbelow will probably be adequate.

The existing westerly abutment fill slope probably is stable except for erosion. A rock berm cover below 28m elevation on the toe will make sure of it.

The easterly abutment fill slope has been creeping, and inadequate compaction has contributed. To stabilize the existing slope will require excavation of it to near station 58+90 and recompacting it while flattened to 3 to 1 with a rock berm cover as proposed on the west side. Or, a culvert could be placed under the bridge with fill abuting the slopes at 28m elevation on the west to 32m on the east.

Or, a culvert could be used to replace the bridge. In which case, settlement under the weight of the fill is expected to be 10 cm± 5cm. If the culvert can tolerate this differential between the ends and the middle 20m section, then subexcavation for it need be only that required to provide a granular working platform. Or, settlement will be substantially eliminated by subexcavation to elevation 22m.

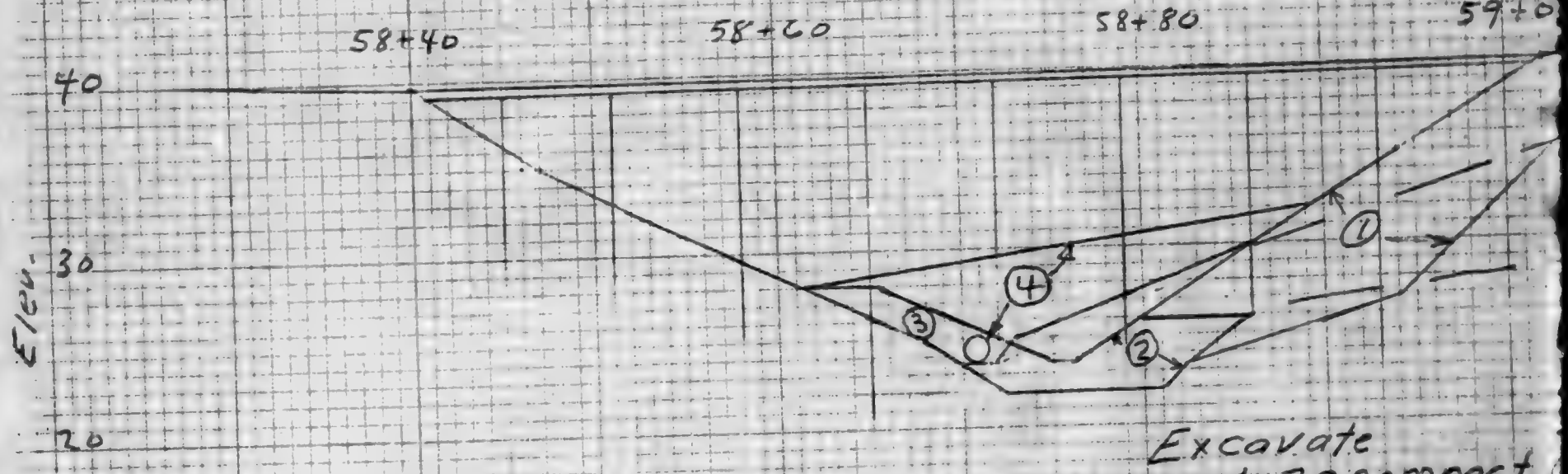
New fill, or fill slopes widened more than 4m, should be either counterbalanced or have rock inlays installed near the toe as indicated on the attached sketch. The weight of fill placed under the existing bridge will tend to make the bridge settle. The piling foundation should resist it considerably if the points have been driven below 20m elevation. A slick coating could be easily applied to the piles where fill is placed around them to reduce the load of the fill on them.

Frank Terpin
Location Engineer

by F. W. Yarbrough
Soils & Geology Engineer

REFERRED TO
Beard — Reed
Cole — Semple
Erikson — Watson
Hagar — Wolfe
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

FWY:af
cc: R. W. Ellison
Jack Davis
Lyle Watson

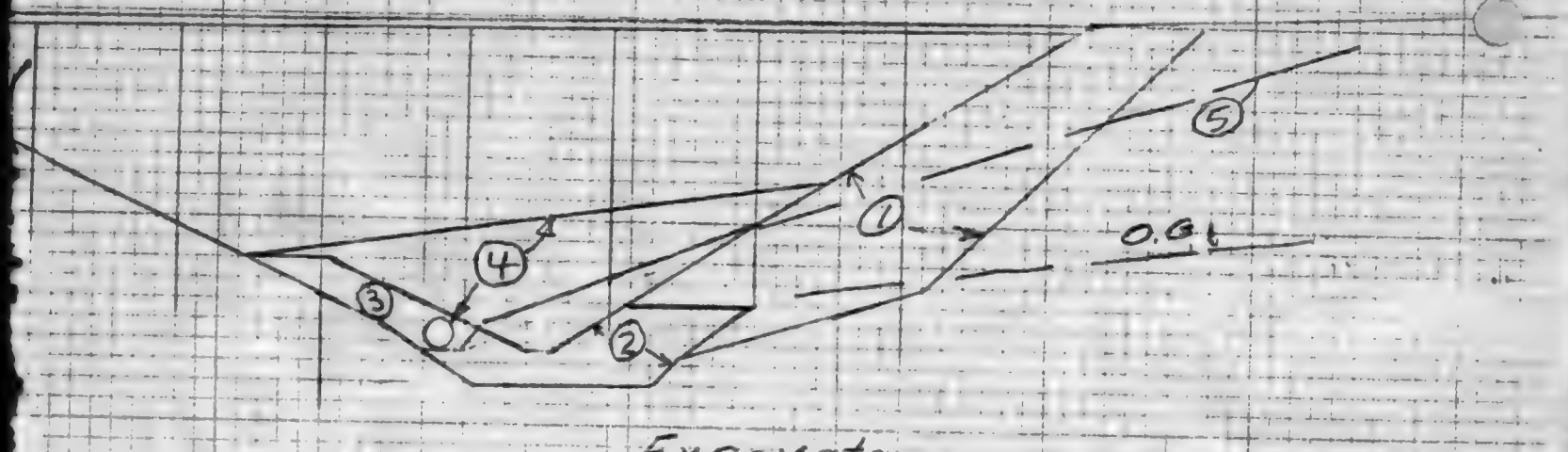


Excavate
and recompact
with rock backf
or, install culvert
or, install rock berm
flatten slope

MILLICAN BRIDGE SE

Schemes for abutment slope

Scale: 2½ cm = 10m ±



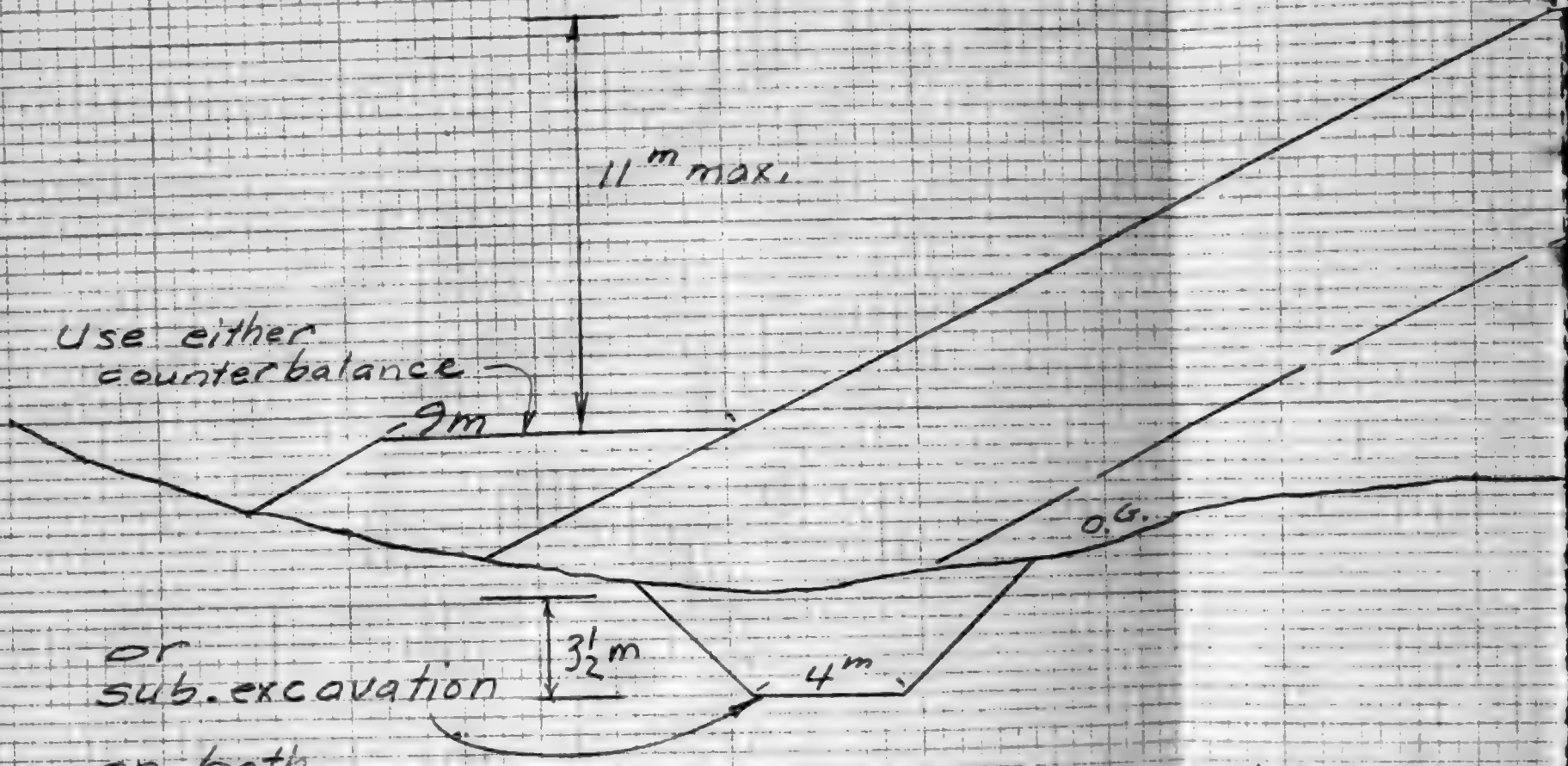
Excavate
and recompact ①
with rock backfill ②, berm ③
or, install culvert and fill ④.
or, install rock berm ③ and
flatten slope ⑤.

MILLICAN BRIDGE SECTION

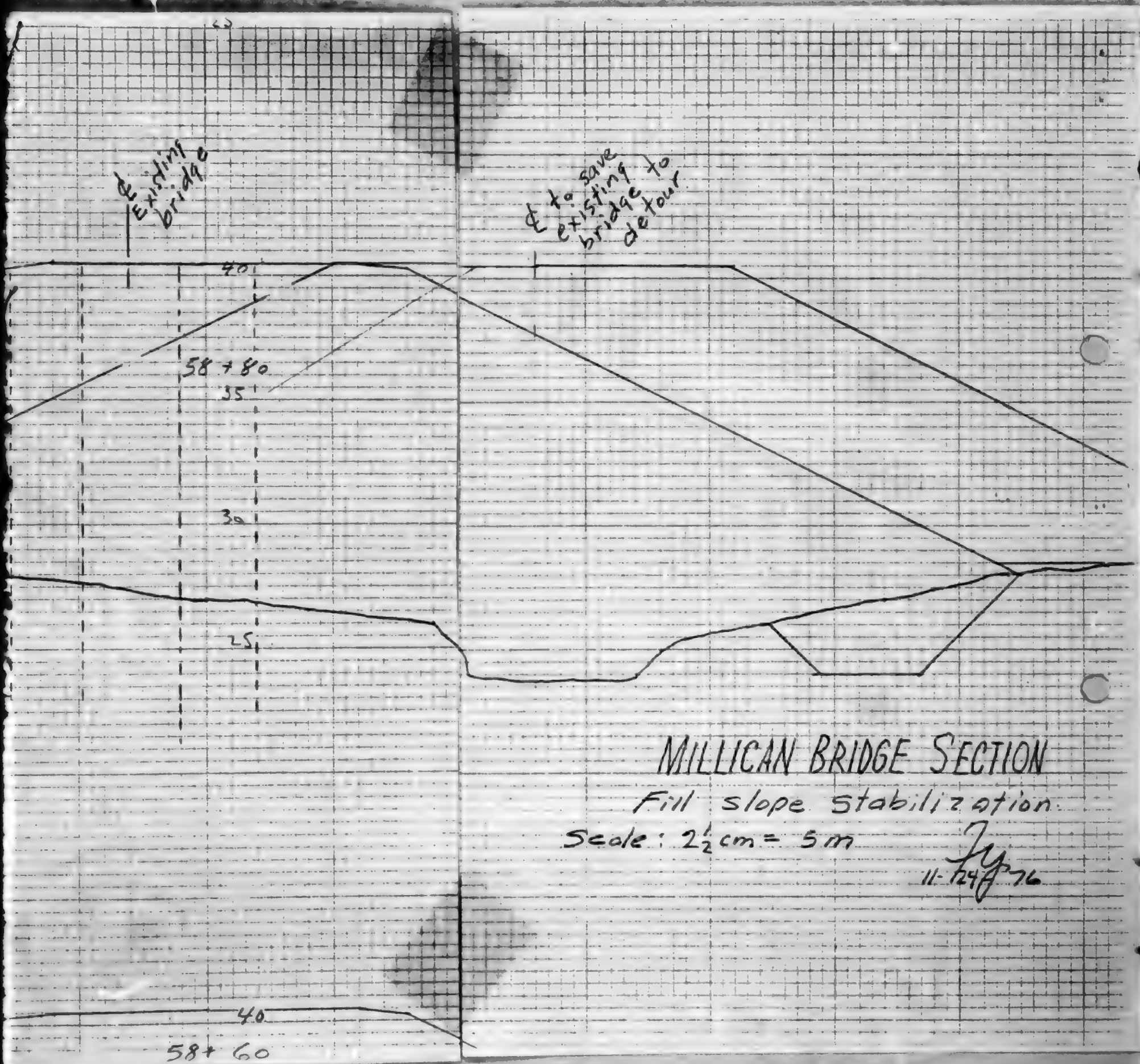
Schemes for abutment slope stabilization.

Scale: 2½ cm = 10m ±

J.H.
11-24-76



on both
side slopes for new slopes or widening more than 4 m.



MILLICAN BRIDGE SECTION

Fill slope Stabilization

Scale: 2½ cm = 5m

11-24-76

8796

Yamhill

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 29, 1976

Duane O. Christensen
Final Design Engineer

F. E. Terpin
Location Engineer

Millican Creek Bridge Sec.
Pacific Highway West
Yamhill County

Two proposals are being submitted for a new structure at Millican Creek.

Proposal #1 replaces the existing structure with a minor alignment and grade revision. The old abandoned highway is proposed for a detour during the construction of a new bridge. The detour would require an easement for its use. The roadway will require widening to maintain two lanes of traffic. See typical sections.

On proposal #2 the structure would be constructed on new alignment adjacent to the existing structure and would not require a detour.

Cost comparisons between the two are:

Pro	Roadway	Structure	Detour	Total
Proposal #1 -	$391,000	$350,000	$160,000	$901,000
Proposal #2	$429,000	$350,000	--------	$779,000

A third alternate, under study, could be a culvert if foundation and environmental problems can be resolved.

Please review the structure alternates and give me your recommendation.

DOC:az
Attachment
cc: L. K. Watson

Vorsteg ✓
Olson
Scott
Swenson
Savage
Trout

RECEIVED
NOV 0 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Other

8796

Yamhill

FORM E-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1976

To: O. O. Fredrickson
Regional Engineer
Salem

SUBJECT: Millican Creek Bridge Section
Foundation Exploration
Pacific Highway West
Yamhill County

Observation at the site and results in two drill holes by Bridge Section indicate instability in the slopes and foundation of the approach fills at the subject bridge. Several additional explorations should probably be made to show the extent of strengthening work needed for the fill widening and abutment slopes which may affect the bridge foundation.

A suggested layout of nine probe holes and four vane shear test locations is shown on the attached sketch. Information obtained from these holes should be sufficient to design foundation strengthening. Bridge Section will probably obtain information to design fill slope work, if it is needed, at the time they obtain the foundation data they need.

The two holes Bridge has drilled show that the foundation strength is safe for less than 10-meters slope height. Since the existing fill is 16 meters or a little better, it is not surprising that the slopes have slipped a little.

Bridge's Drill Hole 1 shows plenty of strength below 5-meters depth and this will be confirmed in greater detail by their foundation tests. So, your further investigation of the fill foundation can be limited to the depth of the top of the firm layer at 5-meters.

Probing may be done with the 2-1/2 cm. point and the 9-kg. hammer provided that the driving procedure is comparable to the standard penetration test. That is, the point advanced only by the free fall or the bare weight of the hammer. Visual classification of the soil in the test layers and moisture content tests are needed to interpret the penetration and vane shear results.

1 Versteeg
Olson
2 Christensen
Scott
#494 Swenson
Savage
Trout

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

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Bring Up
Other

Frank Terpin
Location Engineer

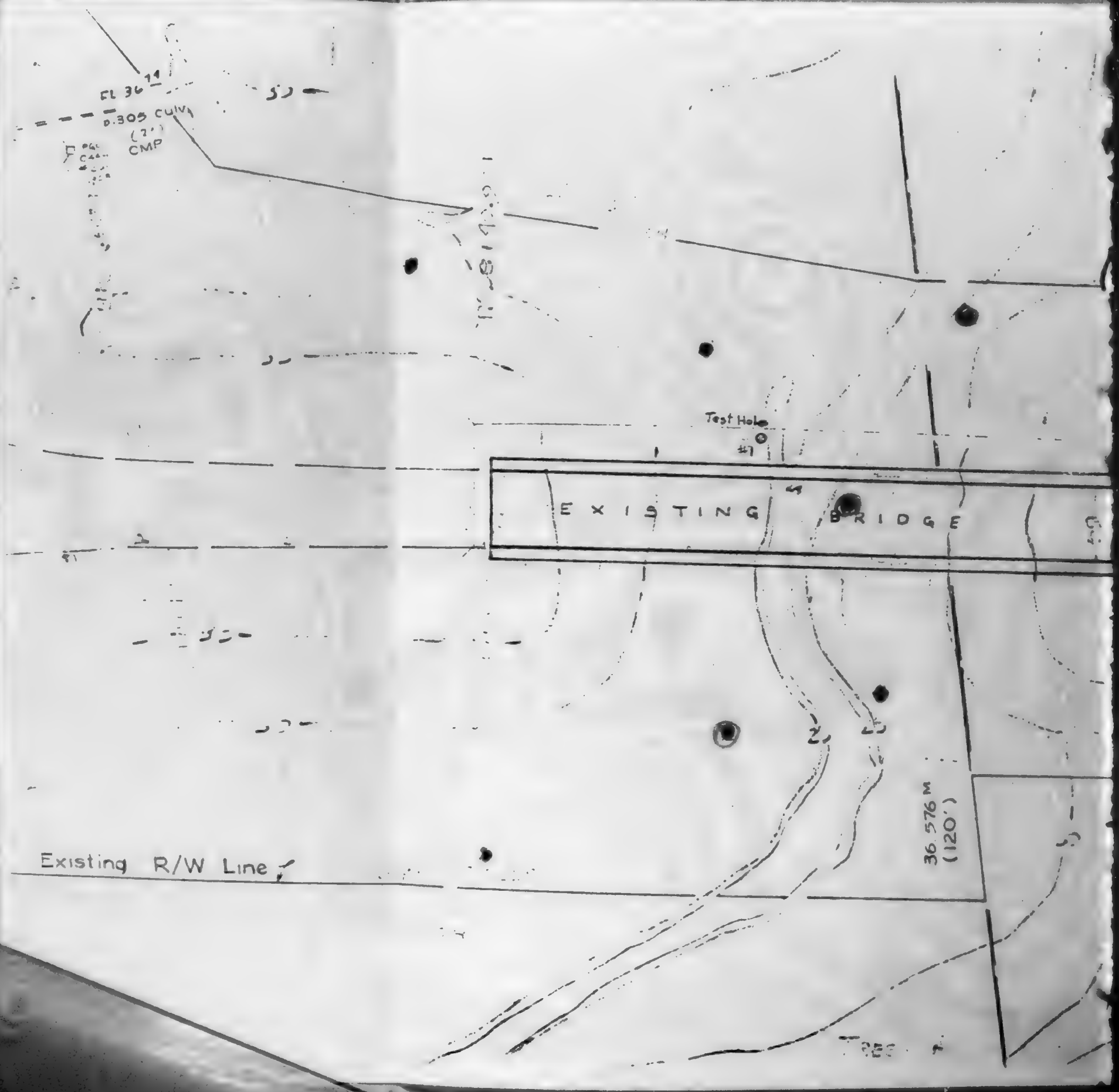
by F. W. Yarbrough
Soils & Geology Engineer

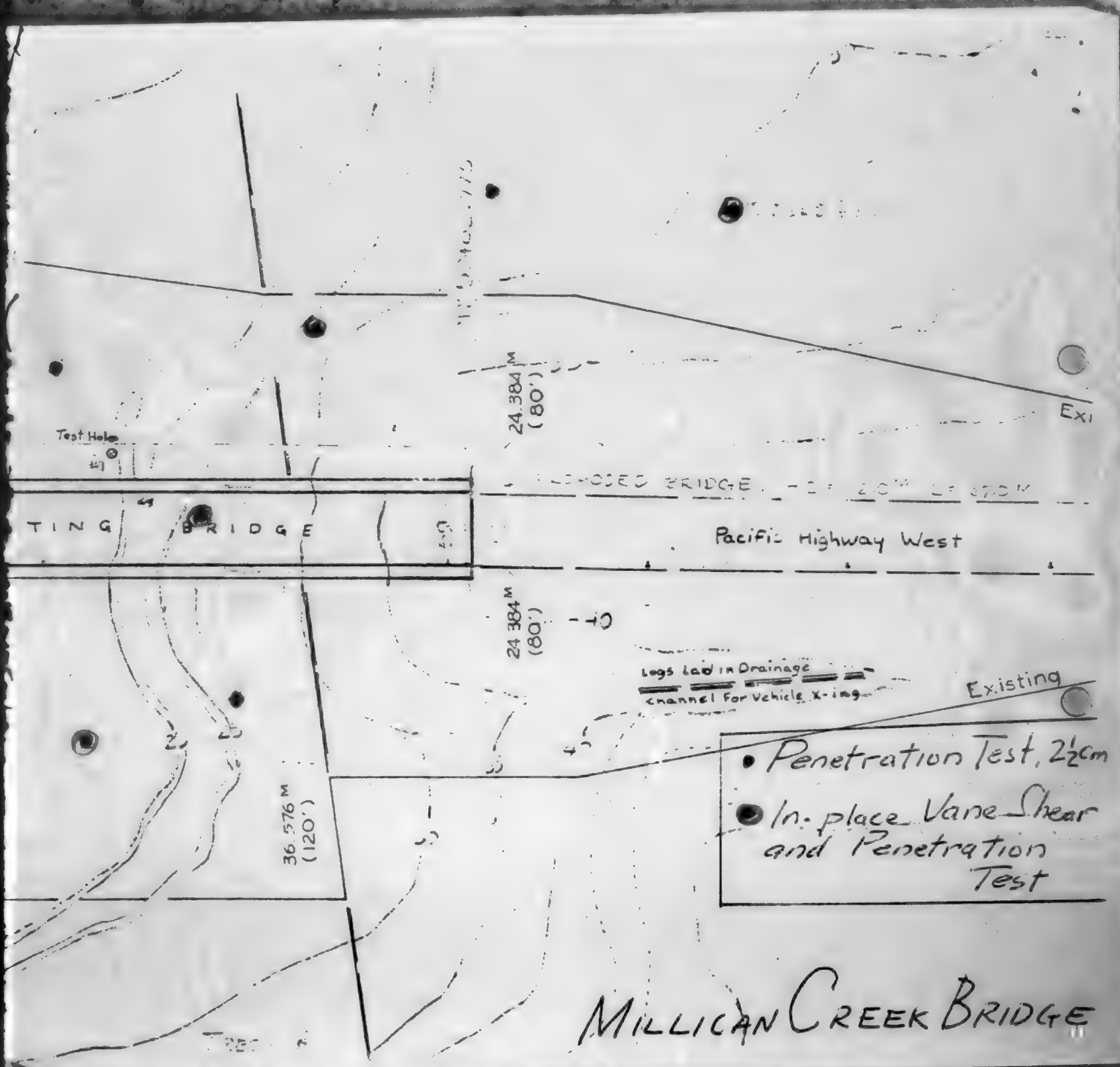
REFERRED TO

Beard	Reed
Cole	Semple
Gibson	Watson
Hager	Wells

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FWY:af
cc: J. H. Versteeg
Walt Hart
W. R. Fretwell


EL 36.14
D.305 CULVT
(2')
CMP
Test Hole
#1
EXISTING
BRIDGE
36.576 M
(120')
Existing R/W Line


24.384 M
(80')
Ex
Test Hole
#1
TING
BRIDGE
PROPOSED BRIDGE
Pacific Highway West
24.384 M
(80')
Logs Laid in Drainage
Channel For Vehicle X-ing
Existing
36.576 M
(120')
• Penetration Test, 2½cm
• In-place Vane Shear and Penetration Test
MILLICAN CREEK BRIDGE

8716

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 14, 1976

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Millican Creek Bridge Section
Pacific Highway West
Yamhill County

Yaquina River Bridges Section
Eddyville-Blodgett Highway
Lincoln County

Attached are survey authorization requests (#2) for the subject projects. There are circumstances which partially justify the overruns and therefore I have approved the requests.

As explained in C. V. Lehman's letter with the Millican Creek Bridge request, difficulty was experienced in retracing the existing alignment and right of way. The investigation of using the westbound lanes for borrow material and thereby improving the vertical alignment, a desirable feature, will most likely result in a project the total cost of which will be difficult to finance. The project is carried in the 6-year program for FY 1978 and is approved for contracting.

The original authorization for the Yaquina River Bridges provided enough money to survey for vicinity maps to replace the structures in the existing locations. Fredrickson informed me that the survey was expanded to include investigation of alignment revisions that would reduce traffic handling problems during construction as well as improve horizontal alignment. The project is carried in the 6-year program for FY 1982 and not approved for contracting.

Please approve the requests and return to me.

Attachments

FET:mc

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8'196 1-26-76 9

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-179(8)

STATE PROJECT NO.
Millican Creek Bridge

COUNTY NAME
Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-86

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-26-76	Primary Route No. 9	Primary Route No. 1W

GENERAL LOCATION:
SR-99W 0.14 miles west of Lafayette

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including PE by utility forces at a total estimated cost of $29,000 - Federal funds $22,600
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-22-76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-26-76	D. K. Hoffman	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMEN
Oregon

BY (Signature)
L. W. Rulien's let

TITLE
Project Management

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____		STAGE 2 ITEM NOS. _____ THRU _____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		
	RF-179(8)	0.1	29,000	22,600	Location Millicon Creek Bridge Section. Yamhill County State of Oregon

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-26-76	for G. L. Green, Divisio

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-22-76

TITLE: Project Management Engineer

AL FUNDS
FAP ☐ FAU ☐ FAS ☐ OTHERS

2
NOS. _____ THRU _____

GTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Slots)
	29,000	22,600	Location: Millicon Creek Bridge Section. Yamhill County State of Oregon — Work: Preliminary Engineering including PE by utility forces

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
Rulien
FOR
Info | Inv. | C.O. | D.R. | Sign | Act | File

AMENDED
TITLE

DATE: 1-26-76

APPROVED
SIGNATURE AND TITLE
for G. L. Green, Division Administrator

ocead with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
provide Federal funds for the undertaking.

GPO 915-890

8796

8

~~PRO 6-2~~

January 22, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-179(8)

We are submitting program data for one project, Item No. 86, Project No. RF-179(8), "Hillican Creek Bridge Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $29,000 with obligation of $22,600 in federal funds.

One copy each of the State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval were previously forwarded.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL

January 22, 1976

CARD 2	REPORT NUMBER (18) (20): 1	PROJECT LOCATION (45 typewriter spaces) (21 – 66): SR 99W, 0.14 mi. W. of Lafayette	ADT	PRESENT: 5,500	FUTURE (66): 9,300

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28 – 62): Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	(72)	EMERG. YR.	(7

CARD 4	CLASS OF FEDERAL FUNDS: Rural Primary		COUNTY NAME
	NAME OF URBAN AREA (17-31): ----	ROUTE NO. P	FE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54) (58)	ESTIMATED TOTAL ESTIMATED COST (59) (66)	ESTIMATED FEDERAL (67)
1	(1-4 B)	(18	41	42	43 – 46	53				
5					PE		SR 99W, 0.14 mi. W. of Lafayette	0.1	29,000	22,600
5					ROW					
5					CONST (CODE)		"Millican Creek Bridge Section"			
								0.1	29,000	22,600

CARD 1	CODE 1	PREPARED BY: CL	PROJECT TOTALS	(19)	(23) (24)
1	14	PROGRAM APPROVAL DATES			

FEDERAL-AID PROGRAM DATA

976

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	5,500	9,300	96	10	Oregon	41	073	86

T. Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					RF-	179	(8)		

COUNTY NAME: Yamhill — CODE: 071

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 9 — STATE: 1W — U.S.: ---

ESTIMATED PROJECT COST BY PHASES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.1	29,000	22,600	6,400		Preliminary engineering, all phases incl. P.E. by utility forces. (Future const. of reinf. conc. bridge (L-201') & approaches ROW - 160' min.; Access control-partial; Parking restrictions-none.
0.1	29,000	22,600	6,400		

REMARKS

-Over-

MILLICAN CREEK BRIDGE SECTION

PROJECT NO. RF-179(8)

Existing Facility: Existing bridge #1803B is a 201-foot pile trestle with a reinforced concrete concrete deck, horizontal clearance of 24 feet with a 3 foot 6 inch sidewalk on each side and an H-15 loading.

Adjacent Sections: 24-foot A.C. surface with 8-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction, on existing alignment, necessary to replace the existing structure with a reinforced concrete bridge having four travel lanes.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Lafayette Airstrip is located 1/4 mile west of the project; however, no conflict with the operation of the airstrip is anticipated as a result of this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 17, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 9, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

ON

1-foot pile trestle
ontal clearance of
ide and an H-15 loading.

t shoulders.

preliminary engineering
utility forces for the
essary to replace the
ridge having four travel

torical and Recreational

west of the project;
airstrip is anticipated

concurred in by FHWA on

District 3 Clearinghouse
1976 and January 9, 1976

on Action Plan (Category

lopment of this project.

Data for PR-37:

Preliminary Engineering--Field Work	$14,000
P.S. & E. Preparation	15,000
Total	$29,000

Note: This project is in Congressional District No. 1.

8796

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

9

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Millican Creek Bridge YAMHILL

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/16/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.
W. J. Hart

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 660

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS

PEJOB
BEN GIFFORD
12-11-75

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
DEC 18 1975
DIVISION OF STATE LANDS

JAN 7 1976

PNRS STATE REVIEW

Project #: 7512 2 660 Due Date: JAN 09 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency hands By Jan Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
LOCAL GOVERNMENT RELATIONS DIV Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
DEC 16 1975
STATE SOIL AND WATER
CONSERVATION COMMISSION

JAN 5 1976

PNRS STATE REVIEW

Project #: 7512 2 660 Due Date: JAN 09 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Millican Creek Bridge

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with ~~us~~ the Yamhill SWCD.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please keep the Yamhill SWCD informed of any preliminary and final plans for review.

Agency Soil & Water By Charles V. Liles /sa

8796

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-179(-)
Millican Creek Bridge
Pacific Highway West
Yamhill County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

RECEIVED
DEC 23 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 23 '75
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Schroeder
12-23-75

NOTED
R. L. SCHROEDER

8716

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, Oregon 97301

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Millican Creek Bridge
Pacific Highway West, Oregon Rt. 99W
Yamhill County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 9, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.
W. J. Hart

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
SIGNATURE SHOWN

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: State Highway Division [45 | 46] DIVISION: Department of Transportation [79

03 | 12] APPLICANT ADDRESS STREET: State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 | 12] CONTACT PERSON: L. W. Rullen [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 | 12] PROJECT TITLE: Millican Creek Bridge District 3 [71

11 | 12] PROJECT LOCATION—CITY: Pacific Highway West, Oregon Route 99W | PROJECT LOCATION—COUNTY: Yamhill | PROJECT LOCATION [79: SEC: ---- T: 4S R: 4W

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] This proposal is to conduct the necessary preliminary engineering survey to identify a possible improvement project to be considered for future construction. [71

07 | 12] The survey begins approx. 0.05 mile east of Millican Creek to 0.05 mile west of [71

08 | 12] Millican Creek near the westerly city limits of Lafayette. Overall length approx. [71

09 | 12] 0.1 mile. [71

10 | 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
15,600	----	4,400	----	----	20,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 | 12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 12/11/75

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January | 43] DAY [44: 9 | 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/11/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%___	$	%___	$	%___	$
Second Year	%___	$	%___	$	%___	$
Third Year	%___	$	%___	$	%___	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

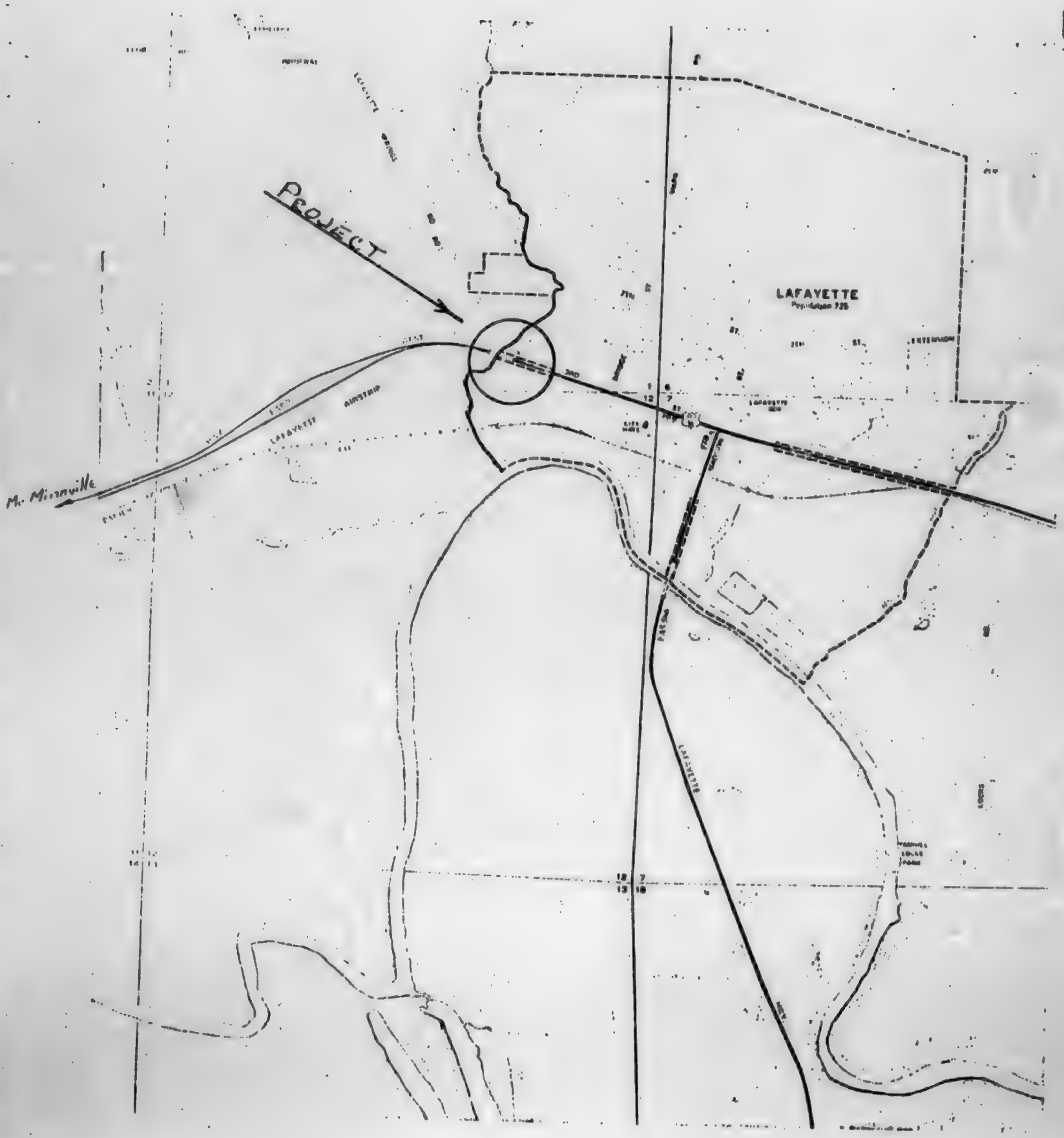
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.

PROSPECTUS MAP
MILLICAN CREEK BRIDGE
PACIFIC HIGHWAY WEST
YAMHILL COUNTY
T4S R4W



8.196

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 14, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
E. S. HUNTER

NOTED
F. B. KLABOE

Dear Mr. Green:

The Oregon Highway Division is embarking on the development of a metrication program. To implement this program we have selected three structure locations with associated approach earthwork and surfacing as follows:

Region 2: Millican Creek, Pacific Hwy West, MP 32.76
Ash Creek, Independence Hwy., MP 6.18

Region 3: Pulaski Creek, Coquille-Bandon Hwy., MP 15.27

We plan to develop these projects on the metric system from the initial field survey through the construction stage. The survey is scheduled to begin as soon as preliminary engineering monies are programed.

Very truly yours,

W.H. Tebeau
Assistant Location Engineer

WHW:jp
cc E.S. Hunter

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

8796.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 13, 1975

FROM: W. H. Tebeau
Assistant Location Engineer

SUBJECT: Millican Creek Bridge
Pacific Highway West

TO: C. O. Fredrickson
Regional Engineer

NOTED
E. S. HUNTER

The above survey has been selected as a pilot project using the metric system from the initial field survey through the construction stage.

It is deemed desirable to acquire necessary field and office supplies with metric units rather than resort to conversion tables for the work. Chains, rods, tapes, scales, et cetera, may be ordered through the Salem storeroom with an anticipated one-month delivery time.

This office will furnish metrication criteria to you soon.

WHW:mc

cc E. S. Hunter
W. J. Hart

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8796

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 10, 1975

FROM: Victor D. Wolfe
Location Engineer

SUBJECT:

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
F. B. NLABOE

In keeping with our intent to implement the metric system, the following three projects have been selected for survey, design and construction

Region 2	Millican Creek	Pacific Hwy West
Region 2	Asn Creek	Independence Hwy — 9013
Region 3	Pulaski Creek	Coquille-Bandon Hwy - 8511

This will constitute Phase 1 of the Implementation Program with Phase 2 (PSE) and Phase 3 (construction) to follow. It is hoped that construction of these projects can be accomplished during the summer or early fall of 1976.

copy in RE&S 9

A copy of the implementation plan is attached.

Attach

WHT:mc

cc J. H. Versteeg
W. J. Hart
C. O. Fredrickson
Alfred Shirley, Jr.

approved cy sent + cy Waebe 11-12-75

OK EJH 11-12-75

RECEIVED
STATE HWY ENGR
NOV 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

METRICATION

Suggested Implementation

Phase 1 - This will involve the development of two pilot projects using the metric system from the initial field survey (to begin in 1975) to the preliminary design stage. This phase is intended to acquaint the field engineering staff, technical and nontechnical, with the metric system. Implementation of the metric system in this manner will serve to indentify problems of its application to highway engineering and will permit the development of procedures which can be ultimately adopted statewide. Concurrently, a training program will be launched to orient Division personnel as a whole toward metrication. Such a program could entail seminars, formal classes, or workshops. The HRD office is aware of this training need.

Phase 2 - This phase will continue the development of the two pilot projects to final design and development of the plans and specifications on the metric system. This will identify problems of its application to this aspect of highway engineering and to resolve any difficulties encountered. Standard procedures will be developed for uniformity in application of the system. During this phase, an orientation program can be developed to assist contractors in making the transition to the metric system.

Phase 3 - This phase will entail the construction of the two pilot projects. All measurements will be in the metric system and will include staking, inspection, layout, testing, and documentation normally accomplished during construction. Before bids are received, a workshop will be conducted by the Division staff to acquaint prospective bidders with the change to the metric system.

Phase 4 - This phase will acquaint highway users with the metric system. This will consist of the placement of dual markers and signing (in miles and kilometers) at specified locations along state highways. Direct conversions will be shown, such as "100 miles to A", "161 kilometers to A" or "62 miles to B", 100 kilometers to B". The motorist should be able to relate to the metric system by use of the dual signing.

Phase 5 - This will be the distribution of metric information which will give a historical account of the system, benefits, simple conversions for basic measurements, and relationship between the metric system and the present system. Road maps can be prepared showing distances between major points in both systems of units.

Phase 6 - This phase will involve the implementation of a public reaction survey to determine the public's attitudes and

reactions from their exposure to the metric signing along highways and the metric information made available to them. The results will be evaluated and used as resouce data for any changes that may be necessary.

Tentative SI Units (Metric) for Project Design

A. Horizontal Alignment (Basic Unit--The Meter)

1. Stationing: Define station as a 100-meter length. (This parallels the same concept in use for the English system.) For example: 103+41.65 would represent a distance of 10,341.65 meters from the beginning point. Standard types are available in 20-meter (65.62 feet) lengths for five tape lengths per station. Use basic chaining distance of 20 meters with discretion for use of other distances based upon curvature, topography, et cetera.
2. Angles: No change in present usage of degrees, minutes, and seconds. Concept of the 360-degree circle will be retained. Bearings and azimuths will retain their identity.
3. Circular Curves: Use Arc Definition for degree of curve which is the angle subtending an arc of 100 meters. Thus concepts and curvalinear relationships now in use will be retained.
4. Spiral Curves: Values in the spiral tables are based upon ratios and no change is necessary. Tables may have to be expanded to cover spiral lengths that will be used. Typically, these lengths would range from 100 to 300 meters.

B. Vertical Alignment (Basic Unit--The Meter)

1. Gradients: Rates of grade will remain as percentage values.

2. Vertical Curves: Lengths will range from 20 to 500 meters in multiples of 20-~~foot~~ meter intervals. No change in computational procedures.

3. Leveling: Elevations are to be shown in meters and decimals of meters.

C. Cross Sections & Earthwork (Basic Unit--The Meter)

1. Cross sections: Plotted to a scale of 1:100 (relative) both horizontally and vertically. This is similar to the 1"=10' (1:120) now in use.

2. Earthwork: Unit would be the cubic meter.

D. Profiles (Basic Unit--The Meter)

1. Rural Profiles: Scale - 1:1000 horizontal (1"=83.3333) and 1:100 vertical (1"=8.3333).

2. Urban Profiles: Scale - 1:500 horizontal (1"=41.6666) and 1:50 vertical (1"=4.1666).

E. Detail Maps (Basic Unit--The Meter)

The following tabulation gives present scales and contour intervals and the corresponding metric scales and contour intervals to be used:

Present System		Metric System	
1" = 50'	2' c.i.	1:500	1 meter c.i.
1" = 100'	5' c.i.	1:1000	2 meter c.i.
1" = 200'	10' c.i.	1:2000	3 meter c.i.
1" = 400'	20' c.i.	1:5000	5 meter c.i.

F. Precision of Measurement

1. Horizontal and vertical control in surveying - measurements to 0.01 meter. Topographical conditions may require measurements of a greater precision (0.001 meter).
2. Dimensions of roadway element - measurement to nearest even tenth of meter.
3. Drainage elements - 0.01 meter in most cases; 0.001 meter where drainage gradients are critical.
4. Structural design and other fields of the building trades will use the centimeter and millimeter units in dimensioning and sizing of structural elements.
5. In general, the same relative errors of closure for traverses now in use will be continued.

G. Design Speed (Basic Unit--Kilometers/hour)

MPH	x 1.609 =	KPH (rounded)
40		64.36 (65)
50		80.45 (80)
60		96.54 (95)
70		112.63 (110)

H. Lane & Shoulder Widths (Basic Unit--The Meter)

Lanes	Shoulders
12' (3.6 meters)	10' (3.0 meters)
11' (3.4 meters)	8' (2.4 meters)
10' (3.0 meters)	6' (1.8 meters)
	4' (1.2 meters)

Multiply lane width in feet by 0.3048 and round to nearest even tenth for width in meters.

I. Roadway Template

Pavement and shoulder slopes, ditch slopes, cut and fill slopes, et cetera, will remain the same.

J. Right of Way Maps

Right of way maps will use the scale ratio same as the other mapping. Dimensions will be shown in both dimensions.

K. Units

The basic unit is the meter. All dimensions will be shown with two digits following the decimal point. Area and cubic units by computation will be recorded with two digits following the decimal point.

8797	Vineyard Rd, Naef Rd. & Boardman Ave. Sec. (grading & paving)	1978

C+A 6230 10-5-77
C+A 6231 10-5-77
C+A 6232 10-5-77

Boardman Ave.
PE AD 354 - $1540.00 203 1995-297
CC 1777

Vineyard Rd.
PE AD 352 - $1540.00 - 203-1902-297
C.C. 1779

Maple Rd.
P.E. AD- 355 $1540.00 203-1999
CC 1778

In contrast the CRRA authorized a 16%
increase from $ 192,640 to $223,145 Federal Funds.

Project Agreement fee $12.00
12.00
12.00
195.185
$231.185

C&A 6231 10-5-77
C&A 6232 10-5-77

Boardman Ave.
PE AD 354 - $1540.00 203-1981-297
CC 1777

Vineyard Rd.
PE AD 352 - $1540.00 - 203-1902-297
C.C. 1779

Noel Rd.
P.E. AD- 355 $1540.00 203-1999
CC 1778

In contrat the CRAB authorized a 16% increase from $192,640 to $223,145 Federal Funds

Project Agreement fee $2.00
$2.00
$2.00
$195.185
$201.185

8797

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-22-81	CC 2095	

CREDIT DISTRIBUTION

203 - 1902
203 - 1998
203 - 1999
203 - 1006

BILL TO: Code:

Environmental Services

902 Abernathey Road

Oregon City, Oregon 97045

Attn: Mr. John McIntyre - Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S.E. River Road-Pacific Hwy. E. (Vineyard Rd.), S.E. River Road-Pacific Hwy. E. (Neef Road), S.E. River Road-Rose Lane (Boardman Ave.), Sections, This was an OFF SYSTEMS Project No. SOS-0300 (2, 3, 4 and 6)			
Federal Funds Collected (P.E.) 248			$ 22,772.60
Federal Funds Collected (Construction)			175,806.28
County Advance Deposit (P.E.)			4,620.00
County Advance Deposit (Construction)			32,130.00
Less Total Project Cost			234,561.47
REFUND DUE COUNTY			$ 767.41

(Please send copy of itemized statement with billing)

Clackac #1 2 [illegible]
Clackac #1851 [illegible]
Clackac #18[illegible] [illegible]
Clackac #21[illegible] 733.89

	4,620.00	
Advance Deposit Amount	$ 32,130.00	
Advance Deposit Previously Transferred to Highway Fund	$ 27,750.00	
Balance	$ 9,600.00	
Transfer to Highway Fund	$ 8,832.59	Amount Due $
Refund Due	$ 767.41	

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1900

Submitted by:

Harold Reybolson
Harold Reybolson

Approved:

D. E. Swan

SP* 35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 22, 1981

County CLACKAMAS **Contract No.** 8798 **Date Completed** 6-20-79

FAS SOS-0300(2,3,4&6) **Section** Vineyard Rd., Neef Rd. & Boardman Ave.

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.	River Rd.-Pac. Hwy. E. (Vineyard Rd.)	$ 12,061.60
	S.E. River Rd.-Pac. Hwy. E. (Neef Rd.)	6,206.27
	S.E. River Rd.-S.E. Rose Lane (Boardman Ave.)	10,927.43
TOTAL P.E. COSTS		$ 29,195.30
Federal Funds Collected		$ 8,495.34
		4,853.30
		9,423.96
TOTAL FEDERAL FUNDS FOR P.E.		$ 22,772.60
Construction		
Payments to Contractor		$179,101.83
Engineering		25,872.04
Audit		348.13
EEO		44.17
TOTAL		$205,366.17
Federal Funds Collected for Construction		$175,806.28
Federal Funds (P.E.)		$ 22,772.60
Federal Funds (Construction)		175,806.28
County Advance Deposit (P.E.)		4,620.00
County Advance Deposit (Construction)		32,130.00
Less Total Project Costs		234,561.47
REFUND DUE COUNTY		$ 767.41

Reference: Billing Form CC 2095

| | | |

| | | |

	203	1901	913	00 P 1	37.65		
	203	1901	914	00 P 1			
	203	1901	920	00 P 1			
	203	1901	923	00 P 1			
			TOT	P1	200.92		9
			** JOB TOTALS **		200.92	**	9
RIVER RD-PACIF HWY E	CONT NO		% FA PROJ NOS OS	300004 100			
	203	1902	296	00 N 9			
	203	1902	297	00 N 9			
	203	1902	298	00 N 9			
	203	1902	901	00 P 1			
	203	1902	901	00 N 1			
	203	1902	903	00 P 1			
	203	1902	905	00 P 1			
	203	1902	910	00 P 1			
	203	1902	911	00 P 1			
	203	1902	914	00 P 1			
	203	1902	915	00 P 1			
	203	1902	920	00 P 1			
	203	1902	921	00 P 1			
	203	1902	923	00 P 1			
			TOT	P1			
			** JOB TOTALS **	N1		**	
HILL RD-VISTA LANE	CONT NO		% FA PROJ NOS XI	698001 100			
	203	1903	296	00 N 9			
	203	1903	298	00 N 9			
	203	1903	901	00 P 1			
	203	1903	905	00 P 1			
	203	1903	906	00 P 1			
	203	1903	907	00 P 1			
	203	1903	909	00 P 1			
	203	1903	910	00 P 1			
	203	1903	911	00 P 1			
	203	1903	914	00 P 1			
	203	1903	920	00 P 1			

TOTAL TO DATE JOB COST SUMMARY — DECEMBE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		YEAR
	203	1903	921	00 P 1			
	203	1903	922	00 P 1			
	203	1903	923	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	
LOVE RD-R2ND HARMONY RD	CONT NO		FA PROJ NOS M	202002 100			

203	1901	913	00 P 1		37.65	191.75		765.85
203	1901	914	00 P 1			41.42		684.80
203	1901	920	00 P 1					27.47
203	1901	923	00 P 1			26.58		483.98
		TOT	P1		200.92	9,298.88		18,485.52
		** JOB TOTALS **			200.92 **	9,298.88 **		18,485.52 **

CONT NO % FA PROJ NOS OS 300004 100 STATE

203	1902	296	00 N 9		10,563.96CR
203	1902	297	00 N 9		1,140.00
203	1902	298	00 N 9		9,423.96
203	1902	901	00 P 1		5,992.52
203	1902	901	00 N 1		10.50
203	1902	903	00 P 1		203.04
203	1902	905	00 P 1		4,356.78
203	1902	910	00 P 1		63.80
203	1902	911	00 P 1		80.06
203	1902	914	00 P 1		194.33
203	1902	915	00 P 1		15.53
203	1902	920	00 P 1		13.43
203	1902	921	00 P 1		1,021.98
203	1902	923	00 P 1		109.63
		TOT	P1		12,051.10
		TOT	N1		10.50
		** JOB TOTALS **		**	** 12,061.60 **

CONT NO % FA PROJ NOS XI 698001 100 STATE

203	1903	296	00 N 9		2,000.00CR
203	1903	298	00 N 9		2,000.00
203	1903	901	00 P 1		2,313.41
203	1903	905	00 P 1		1,942.49
203	1903	906	00 P 1		.13
203	1903	907	00 P 1		3.14
203	1903	909	00 P 1		8.20
203	1903	910	00 P 1		262.76
203	1903	911	00 P 1		250.09
203	1903	914	00 P 1		163.81
203	1903	920	00 P 1		59.44

MENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
203	1903	921	00 P 1			1,546.97
203	1903	922	00 P 1			25.11
203	1903	923	00 P 1			990.01
		TOT	P1			7,565.56
		** JOB TOTALS **		**	**	7,565.56 **

CONT NO FA PROJ NOS M 702002 100 STATE

TOTAL TO DATE JOB COST SUMMARY

DECE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH
	203	1998	920	00 P 1	
	203	1998	922	00 P 1	
	203	1998	923	00 P 1	
	203	1998	950	00 P 1	
			TOT	P1	
			TOT	N1	
			** JOB TOTALS **		**
SE RIVER RD-PACIF HWY E	CONT NO		* FA PROJ NOS OS		300003 100
	203	1999	296	00 N 9	
	203	1999	297	00 N 9	
	203	1999	298	00 N 9	
	203	1999	901	00 P 1	
	203	1999	903	00 P 1	
	203	1999	905	00 P 1	
	203	1999	911	00 P 1	
	203	1999	914	00 P 1	
	203	1999	915	00 P 1	
	203	1999	922	00 P 1	
	203	1999	923	00 P 1	
			TOT	P1	
			** JOB TOTALS **		**
NFS FORK KLASKANINE R BR	CONT NO		FA PROJ NOS OS		400001 100
	204	1924	296	00 N 9	
	204	1924	297	00 N 9	
	204	1924	298	00 N 9	
	204	1924	901	00 P 1	
	204	1924	901	00 N 1	
	204	1924	905	00 P 1	
	204	1924	906	00 P 1	
	204	1924	909	00 P 1	
	204	1924	918	00 P 1	
	204	1924	926	00 P 1	
	204	1924	926	00 N 1	
	204	1924	950	00 P 1	
			TOT	P1	
			TOT	N1	
			** JOB TOTALS **		**
CLATSOP CO SIGNING NOT ON FAS	CONT NO		* FA PROJ NOS	SRS	005054 100
	204	1926	296	00 N 9	
	204	1926	297	00 N 9	
	204	1926	298	00 N 9	
	204	1926	905	00 P 1	
	204	1926	915	00 P 1	

NT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	203	1998	920	00 P 1			74.28	
	203	1998	922	00 P 1			12.17	
	203	1998	923	00 P 1			282.11	
	203	1998	950	00 P 1			94.20	
			TOT	P1			10,863.61	
			TOT	N1			63.82	
			** JOB TOTALS **		**	**	10,927.43	**

STATE

CONT NO		X FA PROJ NOS OS 300003 100					
203	1999	296	00 N 9			5,993.30CR	
203	1999	297	00 N 9			1,140.00	
203	1999	298	00 N 9			4,863.30	
203	1999	901	00 P 1			3,421.15	
203	1999	903	00 P 1			312.69	
203	1999	905	00 P 1			2,088.42	
203	1999	911	00 P 1			66.39	
203	1999	914	00 P 1			126.49	
203	1999	915	00 P 1			15.53	
203	1999	922	00 P 1			8.56	
203	1999	923	00 P 1			167.04	
		TOT	P1			6,206.27	
		** JOB TOTALS **		**	**	6,206.27	**

STATE

CONT NO		FA PROJ NOS OS 400001 100					
204	1924	296	00 N 9			21,359.98CR	
204	1924	297	00 N 9			2,800.00	
204	1924	298	00 N 9			18,559.98	
204	1924	901	00 P 1		1.97CR	6,405.20	
204	1924	901	00 N 1			147.66	
204	1924	905	00 P 1			1,455.20	
204	1924	906	00 P 1			7,689.07	
204	1924	909	00 P 1			22.13	
204	1924	918	00 P 1			2,254.99	
204	1924	926	00 P 1			5,814.29	
204	1924	926	00 N 1			632.50	
204	1924	950	00 P 1			96.14	
		TOT	P1		1.97CR	23,737.02	
		TOT	N1			780.16	
		** JOB TOTALS **		**	1.97CR**	24,517.18	**

STATE

FRS CONT NO		X FA PROJ NOS SRS 005054 100					
204	1926	296	00 N 9			115.25CR	
204	1926	297	00 N 9			13.29	
204	1926	298	00 N 9			101.96	
204	1926	905	00 P 1			94.09	
204	1926	915	00 P 1			19.20	

** JOB TOTALS **

SE RIVER RD-SE ROSE LN	CONT NO		& FA PROJ NOS	OS	300002 100		
	203	1998	296	00	N	9	
	203	1998	297	00	N	9	
	203	1998	298	00	N	9	
	203	1998	901	00	P	1	
	203	1998	901	00	N	1	
	203	1998	903	00	P	1	
	203	1998	905	00	P	1	
	203	1998	911	00	P	1	
	203	1998	914	00	P	1	
	203	1998	915	00	P	1	

TOTAL TO DATE JOB COST SUMMARY — DECEMB

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	YEA
	203	1998	920	00 P 1		
	203	1998	922	00 P 1		
	203	1998	923	00 P 1		
	203	1998	950	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **			**

SE RIVER RD-PACIF HWY E	CONT NO		& FA PROJ NOS	OS	300003 100		
	203	1999	296	00	N	9	
	203	1999	297	00	N	9	
	203	1999	298	00	N	9	
	203	1999	901	00	P	1	
	203	1999	903	00	P	1	
	203	1999	905	00	P	1	
	203	1999	911	00	P	1	
	203	1999	914	00	P	1	
	203	1999	915	00	P	1	
	203	1999	922	00	P	1	
	203	1999	923	00	P	1	
			TOT	P1			
			** JOB TOTALS **				**

NFS FORK KLASKANINE R BR	CONT NO		FA PROJ NOS	OS	400001 100		
	204	1924	296	00	N	9	
	204	1924	297	00	N	9	
	204	1924	298	00	N	9	
	204	1924	901	00	P	1	
	204	1924	901	00	N	1	
	204	1924	905	00	P	1	
	204	1924	906	00	P	1	

** JOB TOTALS **

CONT NO		FA PROJ NOS	OS	300002 100	STATE
203	1998	296	00 N 9		9,635.34CR
203	1998	297	00 N 9		1,140.00
203	1998	298	00 N 9		8,495.34
203	1998	901	00 P 1		5,510.64
203	1998	901	00 N 1		63.82
203	1998	903	00 P 1		342.70
203	1998	905	00 P 1		4,204.03
203	1998	911	00 P 1		64.59
203	1998	914	00 P 1		200.74
203	1998	915	00 P 1		77.65

DECEMBER 1980 PAGE 592

ENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	203	1998	920	00 P 1			24.28
	203	1998	922	00 P 1			12.17
	203	1998	923	00 P 1			282.11
	203	1998	950	00 P 1			94.20
			TOT	P1			10,863.61
			TOT	N1			63.82
			** JOB TOTALS **		**	**	10,927.43 **

CONT NO		FA PROJ NOS	OS	300003 100	STATE
203	1999	296	00 N 9		5,993.30CR
203	1999	297	00 N 9		1,140.00
203	1999	298	00 N 9		4,853.30
203	1999	901	00 P 1		3,421.15
203	1999	903	00 P 1		312.69
203	1999	905	00 P 1		2,088.42
203	1999	911	00 P 1		66.39
203	1999	914	00 P 1		126.49
203	1999	915	00 P 1		15.53
203	1999	922	00 P 1		8.56
203	1999	923	00 P 1		167.04
		TOT	P1		6,206.27
		** JOB TOTALS **		**	6,206.27 **

CONT NO		FA PROJ NOS	OS	400001 100		STATE
204	1924	296	00 N 9			21,359.98CR
204	1924	297	00 N 9			2,800.00
204	1924	298	00 N 9			18,559.98
204	1924	901	00 P 1		1.97CR	6,405.20
204	1924	901	00 N 1			147.66
204	1924	905	00 P 1			1,455.20
204	1924	906	00 P 1			7,689.07

8797

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-22-81	CC 2095	

CREDIT DISTRIBUTION

203 - 1902
203 - 1998
203 - 1999
203 - 1006

BILL TO: Code:

Environmental Services

902 Abernathey Road

Oregon City, Oregon 97045

Attn: Mr. John McIntyre - Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S.E. River Road-Pacific Hwy. E. (Vineyard Rd.), S.E. River Road-Pacific Hwy. E. (Neef Road), S.E. River Road-Rose Lane (Boardman Ave.), Sections, This was an OFF SYSTEMS Project No. SOS-0300 (2, 3, 4 and 6)			
Federal Funds Collected (P.E.)			$ 22,772.60
Federal Funds Collected (Construction)			175,806.28
County Advance Deposit (P.E.)			4,620.00
County Advance Deposit (Construction)			32,130.00
Less Total Project Cost			234,532.77
REFUND DUE COUNTY			$ 796.11

(Please send copy of itemized statement with billing)

Advance Deposit Amount	$ 4,620.00 32,130.00
Advance Deposit Previously Transferred to Highway Fund	$ 27,750.00
Balance	$ 9,600.00
Transfer to Highway Fund	$ 8,203.89
Refund Due	$ 796.11
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1900

Amount Due . . . . . $

Submitted by:

Harold Reybolson
Harold Reybolson

Approved:

D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 22, 1981

County CLACKAMAS Contract No. 8798 Date Completed 6-20-79

FAS SOS-0300(2,3,4&6) Section Vineyard Rd., Neef Rd. & Boardman Ave.

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.	River Rd.-Pac. Hwy. E. (Vineyard Rd.)	$ 12,061.60
	S.E. River Rd.-Pac. Hwy. E. (Neef Rd.)	6,206.27
	S.E. River Rd.-S.E. Rose Lane (Boardman Ave.)	10,927.43
TOTAL P.E. COSTS		$ 29,195.30
Federal Funds Collected		$ 8,495.34
		4,853.30
		9,423.96
TOTAL FEDERAL FUNDS FOR P.E.		$ 22,772.60
Construction		
Payments to Contractor		$179,101.83
Engineering		25,843.34
Audit		348.13
EEO		44.17
TOTAL		$205,337.47
Federal Funds Collected for Construction		$175,806.28
Federal Funds (P.E.)		$ 22,772.60
Federal Funds (Construction)		175,806.28
County Advance Deposit (P.E.)		4,620.00
County Advance Deposit (Construction)		32,130.00
Less Total Project Costs		234,532.77
REFUND DUE COUNTY		$ 796.11

Reference: Billing Form CC 2095

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
ONT NO 8797 * FA PROJ NOS SOS 300006 100 OS 300006						STATE	
203 1006	201	00 P 1	178,801.83CR	178,801.83CR		79	80
203 1006	201	00 P 2	178,801 83	178,801.83	178,801.83	80	80
203 1006	201	00 N 1			300.00	79	79
203 1006	203	00 N 1			20 84CR	79	79
203 1006	296	00 N 9	160,385.53	160,280.11	39,738.19CR	78	80
203 1006	297	00 N 9			24,330.00	78	78
203 1006	298	00 N 9	160,385.53CR	160,280.11CR	15,408.19	78	80
203 1006	900	00 P 1	24,456.73CR	24,456.73CR	.59CR	78	80
203 1006	900	00 P 2	24,456.14	24,456.14	24,456.14	80	80
203 1006	900	00 N 1			63.38	78	79
203 1006	900	01 P 1	323.03CR	323.03CR	544.98	79	80
203 1006	901	00 P 1	868.01CR	868.01CR	868.01CR	80	80
203 1006	901	00 P 2	868.01	868.01	868.01	80	80
203 1006	903	00 P 1	31.93	8.98CR	8.98CR	80	80
203 1006	903	00 P 2	8.98	8.98	8.98	80	80
203 1006	903	01 P 1	49.89CR			80	80
203 1006	915	00 P 1	317.07	317.07	332.60	79	80
203 1006	915	00 P 2	15.53	15.53	15.53	80	80
203 1006	920	00 P 1	30.53CR	15.89CR	14.64	78	80
203 1006	920	00 P 2	30.53	30.53	30.53	80	80
203 1006	927	00 N 1			7.05	79	79
203 1006	928	00 N 1		.04CR	13.79	79	80
203 1006	950	00 P 1	734.26CR	734.26CR		79	80
203 1006	950	00 P 2	734.26	734.26	734.26	80	80
203 1006	985	00 P 1	44.17CR	44.17CR		79	80
203 1006	985	00 P 2	44.17	44.17	44.17	80	80
	TOT	P1	204,959.45CR	204,935.83CR	14.64		
	TOT	P2	204,959.45	204,959.45	204,959.45		
	TOT	NI		.04CR	363.38		
	** JOB TOTALS **		**	23.58 **	205,337.47 **	X	
CONT NO	FA PROJ NOS PMS 005078 100					STATE	
203 1008	296	00 N 9	92.76	91.11	420.05CR	79	80
203 1008	298	00 N 9	92.76CR	91.11CR	420.05	79	80
203 1008	900	00 P 1		92.76CR		80	80
203 1008	900	02 P 1			405.27	79	80
203 1008	900	02 N 1			26.90	79	79
203 1008	920	00 P 1			14.78	79	79
	TOT	P1		92.76CR	420.05		
	TOT	NI			26.90		
	** JOB TOTALS **		**	92.76CR**	446.95 **		
CONT NO 9079	FA PROJ NOS XI 698001 100					STATE	
203 1013	201	00 P 1			34,750.76	80	80
203 1013	204	00 P 1			1,737.54CR	80	80

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
VINEYARD RD NAEFRD BOARDMAN A	CONT NO 8797 * FA PROJ NOS SOS 300006 100 OS 300006					
	203	1006	201	00 P 1	178,801.83CR	178,801.83CR
	203	1006	201	00 P 2	178,801 83	178,801.83
	203	1006	201	00 N 1		
	203	1006	208	00 N 1		
	203	1006	296	00 N 9	160,385.53	160,280.11
	203	1006	297	00 N 9		
	203	1006	298	00 N 9	160,385.53CR	160,280.11CR
	203	1006	900	00 P 1	24,456.73CR	24,456.73CR
	203	1006	900	00 P 2	24,456.14	24,456.14
	203	1006	900	00 N 1		
	203	1006	901	01 P 1	323.03CR	323.03CR
	203	1006	901	00 P 1	868.01CR	868.01CR
	203	1006	901	00 P 2	868.01	868.01
	203	1006	903	00 P 1	31.93	8.98CR
	203	1006	903	00 P 2	8.98	8.98
	203	1006	903	01 P 1	49.89CR	
	203	1006	915	00 P 1	317.07	317.07
	203	1006	915	00 P 2	15.53	15.53
	203	1006	920	00 P 1	30.53CR	15.89CR
	203	1006	920	00 P 2	30.53	30.53
	203	1006	927	00 N 1		.04CR
	203	1006	928	00 N 1		
	203	1006	950	00 P 1	734.26CR	734.26CR
	203	1006	950	00 P 2	734.26	734.26
	203	1006	985	00 P 1	44.17CR	44.17CR
	203	1006	985	00 P 2	44.17	44.17
			TOT	P1	204,959.45CR	204,935.83CR
			TOT	P2	204,959.45	204,959.45
			TOT	N1		.04CR
			** JOB TOTALS **		**	23.58 **
HAZARD SIGN PJ-CLACKAMAS	CONT NO		FA PROJ NOS PMS 00S078 100			
	203	1008	296	00 N 9	92.76	91.11
	203	1008	298	00 N 9	92.76CR	92.76CR
	203	1008	900	00 P 1		
	203	1008	900	02 P 1		
	203	1008	900	02 N 1		
	203	1008	920	00 P 1		92.76CR
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	92.76CR**
HILL ROAD-VISTA LANE	CONT NO 9079		FA PROJ NOS XI 698001 100			
	203	1013	201	00 P 1		
	203	1013	204	00 P 1		

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
							STATE	
ONT NO 8797 * FA PROJ NOS SOS 300006 100 OS 300006							79	80
203	1006	201	00 P 1	178,801.83CR	178,801.83CR		80	80
203	1006	201	00 P 2	178,801.83	178,801.83	178,801.83	79	79
203	1006	201	00 N 1			300.00	79	79
203	1006	208	00 N 1			20.84CR	78	80
203	1006	296	00 N 9	160,385.53	160,280.11	39,738.19CR	78	78
203	1006	297	00 N 9			24,330.00	78	80
203	1006	298	00 N 9	160,385.53CR	160,280.11CR	15,408.19	78	80
203	1006	900	00 P 1	24,456.73CR	24,456.73CR	.59CR	80	80
203	1006	900	00 P 2	24,456.14	24,456.14	24,456.14	78	79
203	1006	900	00 N 1			63.38	79	80
203	1006	900	01 P 1	323.03CR	323.03CR	544.98	80	80
203	1006	901	00 P 1	868.01CR	868.01CR	868.01CR	80	80
203	1006	901	00 P 2	868.01	868.01	868.01	80	80
203	1006	903	00 P 1	31.93	8.98CR	8.98CR	80	80
203	1006	903	00 P 2	8.98	8.98	8.98	80	80
203	1006	903	01 P 1	49.89CR			79	80
203	1006	915	00 P 1	317.07	317.07	332.60	80	80
203	1006	915	00 P 2	15.53	15.53	15.53	78	80
203	1006	920	00 P 1	30.53CR	15.89CR	14.64	80	80
203	1006	920	00 P 2	30.53	30.53	30.53	79	79
203	1006	927	00 N 1		.04CR	7.05	79	80
203	1006	928	00 N 1			13.79	79	80
203	1006	950	00 P 1	734.26CR	734.26CR		80	80
203	1006	950	00 P 2	734.26	734.26	734.26	79	80
203	1006	985	00 P 1	44.17CR	44.17CR		80	80
203	1006	985	00 P 2	44.17	44.17	44.17		
		TOT	P1	204,959.45CR	204,935.83CR	14.64		
		TOT	P2	204,959.45	204,959.45	204,959.45		
		TOT	NI		.04CR	363.38		
		** JOB TOTALS **		**	23.58 **	205,337.47	** X	
							STATE	
ONT NO		FA PROJ NOS PMS 005078 100				420.05CR	79	80
203	1008	296	00 N 9	92.76	91.11	420.05	79	80
203	1008	298	00 N 9	92.76CR	91.11CR		80	80
203	1008	900	00 P 1		92.76CR	405.27	79	80
203	1008	900	02 P 1			26.90	79	79
203	1008	900	02 N 1			14.78	79	79
203	1008	920	00 P 1			420.05		
		TOT	P1		92.76CR	26.90		
		TOT	NI			446.95 **		
		** JOB TOTALS **		**	92.76CR**			
							STATE	
ONT NO 9079		FA PROJ NOS XI 698001 100				34,750.76	80	80
203	1013	201	00 P 1			1,737.54CR	80	80
203	1013	204	00 P 1					

		202	1953	920	00	P 1		130.90
		202	1953	921	00	P 1	160.60	716.48
		202	1953	922	00	P 1	4.13	28.28
		202	1953	923	00	P 1	522.93	522.93
				TOT		P1	687.66	1,826.59
				** JOB TOTALS **			687.66 **	1,826.59
COURTNEY RD-ROTHE RD	CONT NO			FA PROJ NOS XI 665004 100				
		203	1901	296	00	N 9	1,812.88CR	2,205.30CR
		203	1901	298	00	N 9	1,812.88	2,205.30
		203	1901	901	00	P 1	404.73	2,548.51
		203	1901	905	00	P 1	394.68	434.72
		203	1901	909	00	P 1	1,296.98	1,296.98
		203	1901	910	00	P 1		144.64
		203	1901	911	00	P 1		
		203	1901	913	00	P 1	8.64	107.19
		203	1901	914	00	P 1	33.32	33.32
		203	1901	920	00	P 1		
		203	1901	923	00	P 1	26.58	26.58
				TOT		P1	2,164.93	4,591.94
				** JOB TOTALS **			2,164.93 **	4,591.94
RIVER RD-PACIF HWY E	CONT NO		*	FA PROJ NOS OS 300004 100				
		203	1902	296	00	N 9		
		203	1902	297	00	N 9		
		203	1902	298	00	N 9		
		203	1902	901	00	P 1		
		203	1902	901	00	N 1		
		203	1902	903	00	P 1		
		203	1902	905	00	P 1		
		203	1902	910	00	P 1		
		203	1902	911	00	P 1		
		203	1902	914	00	P 1		
		203	1902	915	00	P 1		
		203	1902	920	00	P 1		
		203	1902	921	00	P 1		
		203	1902	923	00	P 1		
				TOT		PI		
				TOT		N1		
				** JOB TOTALS **			**	

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
HILL RD-VISTA LANE	CONT NO	*	FA PROJ NOS XI 698001 100			
	203	1903	296	00 N 9		
	203	1903	298	00 N 9		
	203	1903	901	00 P 1		

202	1953	920	00	P	1		130.90	144.30	
202	1953	921	00	P	1	160.60	716.48	716.48	
202	1953	922	00	P	1	4.13	28.28	28.28	
202	1953	923	00	P	1	522.93	522.93	522.93	
		TOT	P1			687.66	1,826.59	3,192.61	
		** JOB TOTALS **				687.66 **	1,826.59 **	3,192.61 **	

ONT NO FA PROJ NOS XI 665004 100

203	1901	296	00	N	9	1,812.88CR	2,205.30CR	9,871.60CR	STATE
203	1901	298	00	N	9	1,812.88	2,205.30	9,871.60	
203	1901	901	00	P	1	404.73	2,548.51	9,856.20	
203	1901	905	00	P	1	394.68	434.72	434.72	
203	1901	909	00	P	1	1,296.98	1,296.98	1,296.98	
203	1901	910	00	P	1		144.64	308.85	
203	1901	911	00	P	1			11.59	
203	1901	913	00	P	1	8.64	107.19	682.09	
203	1901	914	00	P	1	33.32	33.32	676.70	
203	1901	920	00	P	1			27.47	
203	1901	923	00	P	1	26.58	26.58	483.98	
		TOT	P1			2,164.93	4,591.94	13,778.58	
		** JOB TOTALS **				2,164.93 **	4,591.94 **	13,778.58 **	

ONT NO * FA PROJ NOS OS 300004 100

203	1902	296	00	N	9			10,563.96CR	STATE
203	1902	297	00	N	9			1,140.00	
203	1902	298	00	N	9			9,423.96	
203	1902	901	00	P	1			5,992.52	
203	1902	901	00	N	1			10.50	
203	1902	903	00	P	1			203.04	
203	1902	905	00	P	1			4,356.78	
203	1902	910	00	P	1			63.80	
203	1902	911	00	P	1			80.06	
203	1902	914	00	P	1			194.33	
203	1902	915	00	P	1			15.53	
203	1902	920	00	P	1			13.43	
203	1902	921	00	P	1			1,021.98	
203	1902	923	00	P	1			109.63	
		TOT	P1					12,051.10	
		TOT	N1					10.50	
		** JOB TOTALS **				**	**	12,061.60 **	

SEPTEMBER 1980 PAGE 544

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	

ONT NO * FA PROJ NOS XI 698001 100

203	1903	296	00	N	9			2,000.00CR	STATE
203	1903	298	00	N	9			2,000.00	
203	1903	901	00	P	1			2,713.61	

		203	1998	905	00	P	1
		203	1998	911	00	P	1
		203	1998	914	00	P	1

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO
	203	1998	915	00 P 1		
	203	1998	920	00 P 1		
	203	1998	922	00 P 1		
	203	1998	923	00 P 1		
	203	1998	950	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	
SE RIVER RD-PACIF HWY E	CONT NO		* FA PROJ NOS	OS	300003 100	
	203	1999	296	00 N 9		
	203	1999	297	00 N 9		
	203	1999	298	00 N 9		
	203	1999	901	00 P 1		
	203	1999	903	00 P 1		
	203	1999	905	00 P 1		
	203	1999	911	00 P 1		
	203	1999	914	00 P 1		
	203	1999	915	00 P 1		
	203	1999	922	00 P 1		
	203	1999	923	00 P 1		
			TOT	P1		
			** JOB TOTALS **		**	
N&S FORK KLASKANINE R BR	CONT NO		FA PROJ NOS	OS	400001 100	
	204	1924	296	00 N 9		
	204	1924	297	00 N 9		
	204	1924	298	00 N 9		
	204	1924	901	00 P 1		
	204	1924	901	00 N 1		
	204	1924	905	00 P 1		
	204	1924	906	00 P 1		
	204	1924	909	00 P 1		
	204	1924	918	00 P 1		
	204	1924	926	00 P 1		
	204	1924	926	00 N 1		
	204	1924	950	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	

203	1998	905	00	P	1		4,204.03
203	1998	911	00	P	1		64.59
203	1998	914	00	P	1		200.74

RY SEPTEMBER 1980 PAGE 551

MENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	203	1998	915	00 P 1			27.65	
	203	1998	920	00 P 1			74.28	
	203	1998	922	00 P 1			12.17	
	203	1998	923	00 P 1			282.11	
	203	1998	950	00 P 1			94.70	
			TOT	P1			10,863.61	
			TOT	N1			63.82	
			** JOB TOTALS **		**	**	10,927.43	**

CONT NO		% FA PROJ NOS OS 300003 100					STATE
203	1999	296	00	N	9		5,993.30CR
203	1999	297	00	N	9		1,140.00
203	1999	298	00	N	9		4,853.30
203	1999	901	00	P	1		3,421.15
203	1999	903	00	P	1		312.69
203	1999	905	00	P	1		2,088.42
203	1999	911	00	P	1		66.39
203	1999	914	00	P	1		126.49
203	1999	915	00	P	1		15.53
203	1999	922	00	P	1		8.56
203	1999	923	00	P	1		167.04
		TOT	P1				6,206.27
		** JOB TOTALS **				**	6,206.27 **

CONT NO		FA PROJ NOS OS 400001 100					STATE
204	1924	296	00	N	9		21,359.98CR
204	1924	297	00	N	9		2,800.00
204	1924	298	00	N	9		18,559.98
204	1924	901	00	P	1	1.97CR	6,405.20
204	1924	901	00	N	1		147.66
204	1924	905	00	P	1		1,455.20
204	1924	906	00	P	1		7,689.07
204	1924	909	00	P	1		22.13
204	1924	918	00	P	1		2,254.99
204	1924	926	00	P	1		5,814.29
204	1924	926	00	N	1		632.50
204	1924	950	00	P	1		96.14
		TOT	P1			1.97CR	23,737.02
		TOT	N1				780.16
		** JOB TOTALS **				**	1.97CR** 24,517.18 **

CO PVMNT MRKING PROJ #5	CONT NO		FA PROJ NOS PMS 005070 100				
	203	1996	296	00 N 9			
	203	1996	298	00 N 9			
	203	1996	905	00 P 1			
			TOT	P1			
			** JOB TOTALS **				**
WEBSTER RD CURVE REALIGN	CONT NO		FA PROJ NOS HRS065900T 100				
	203	1997	296	00 N 9			
	203	1997	298	00 N 9			
	203	1997	905	00 P 1			
			TOT	P1			
			** JOB TOTALS **				**
SE RIVER RD-SE ROSE LN	CONT NO	*	FA PROJ NOS OS 300002 100				
	203	1998	296	00 N 9			
	203	1998	297	00 N 9			
	203	1998	298	00 N 9			
	203	1998	901	00 P 1			
	203	1998	901	00 N 1			
	203	1998	903	00 P 1			
	203	1998	905	00 P 1			
	203	1998	911	00 P 1			
	203	1998	914	00 P 1			

TOTAL TO DATE JOB COST SUMMARY

SEPTEMBER 1

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISC YEAR TO
	203	1998	915	00 P 1		
	203	1998	920	00 P 1		
	203	1998	922	00 P 1		
	203	1998	923	00 P 1		
	203	1998	950	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **			**
SE RIVER RD-PACIF HWY E	CONT NO	*	FA PROJ NOS OS 300003 100			
	203	1999	296	00 N 9		
	203	1999	297	00 N 9		
	203	1999	298	00 N 9		
	203	1999	901	00 P 1		
	203	1999	903	00 P 1		
	203	1999	905	00 P 1		

CONT NO		FA PROJ NOS PMS 00S070 100					STATE
203	1996	296	00 N 9			60.86CR	
203	1996	298	00 N 9			60.86	
203	1996	905	00 P 1			60.86	
		TOT	P1			60.86	
		** JOB TOTALS **		**	**	60.86	**

CONT NO		FA PROJ NOS HAS0659001 100					STATE
203	1997	296	00 N 9			72.82CR	
203	1997	298	00 N 9			72.82	
203	1997	905	00 P 1			80.91	
		TOT	P1			80.91	
		** JOB TOTALS **		**	**	80.91	**

CONT NO	*	FA PROJ NOS OS 300002 100					STATE
203	1998	296	00 N 9			9,635.34CR	
203	1998	297	00 N 9			1,140.00	
203	1998	298	00 N 9			8,495.34	
203	1998	901	00 P 1			5,510.64	
203	1998	901	00 N 1			63.82	
203	1998	903	00 P 1			342.70	
203	1998	905	00 P 1			4,204.03	
203	1998	911	00 P 1			64.59	
203	1998	914	00 P 1			200.74	
203	1998	915	00 P 1			27.65	
203	1998	920	00 P 1			74.28	
203	1998	922	00 P 1			12.17	
203	1998	923	00 P 1			282.11	
203	1998	950	00 P 1			94.70	
		TOT	P1			10,863.61	
		TOT	N1			63.82	
		** JOB TOTALS **		**	**	10,927.43	**

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE

CONT NO	*	FA PROJ NOS OS 300003 100					STATE
203	1999	296	00 N 9			5,993.30CR	
203	1999	297	00 N 9			1,140.00	
203	1999	298	00 N 9			4,853.30	
203	1999	901	00 P 1			3,421.15	
203	1999	903	00 P 1			312.69	
203	1999	905	00 P 1			2,088.42	

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Vineyard Rd. Naef Rd. and Boardman Ave. Section Clackamas County					
	Construction					
	Type Code 6201					
	Roadway (Vineyard Rd. Sta. 1+14 To STa. 30+57)					
	Boardman Ave. Sta. 1+20 thru Equa. 17+55.86=18+10.60 To Sta. 28+00)					
	Final Contract Payment Summary	Lump Sum			$178,801.83	
	Construction Engineering					
	Clackamas County-SFO #1 Periodic Inspection	All Required			544.98	
	State	All Required			~~25,779.96~~ 25,234.98	
	Misc. Project Costs					
	Audit Expense	All Required			348.13	
	E.E.O. Monitoring Expense	All Required			44.17	
	Total Misc. Project Costs				$ 392.30	
	Total Participating Costs				$204,974.09	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			300.00	
	Construction Engineering-State	All Required			63.38	
	Total Nonparticipating Items				$ 363.38	
	Total Project Costs				$205,337.47	
	Prepared based on Participating Costs as shown on Federal Billings as of 8/28/80.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: S05-05-0300(6)
PROGRAM APPROVED	VOUCHER PERIOD From: 8-2-78 To: 5-15-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$205,337.47	$204,974.09	85.77%	$175,806.28	$175,806.28	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	10/1/80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	River Road - Pacific Highway East (Vineyard Road) Clackamas County					
	Preliminary Engineering Type Code PE					
	State	All Required			$11,832.53	
	County				203.04	
	Total Preliminary Engineering				$12,035.57	
	Misc. Project Costs					
	Audit Expense	All Required			$15.53	
	Total Participating Costs				$12,051.10	
	Non-Participating PE Costs	All Required			$10.50	
	Total Non-Participating Costs				$10.50	
	Total Costs				$12,061.60	

Prepared based on participating costs shown on Federal Billing as of 7-16-79

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AMOUNT CARRIED FORWARD

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. Salem, Oregon 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: OS-0300(4)

PROGRAM APPROVED

VOUCHER PERIOD From: 12-15-77 To: 8-1-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,061.60	$12,061.10	78.2%	$9,423.96	$9,423.96	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon — *State Highway Agency*

By V.E. Skoog Controller — *Authorized Officer*

7-12-79 — *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	River Road - Rose Lane Clackamas County					
	Preliminary Engineering Type Code PE					
	State	All Required			$10,443.26	
	County	"	"		342.70	
	Total Preliminary Engineering				$10,785.96	
	Misc. Project Costs					
	Audit Expense	"	"		$77.65	
	Total Participating Cost	"	"		$10,863.61	
	Non-Participating PE Costs				$63.82	
	Total Non-Participating Costs				$63.82	
	Total Costs				$10,927.43	

Prepared based on participating costs shown on Federal Billing as of 7-16-79.

sch

AMOUNT CARRIED FORWARD

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.
STATE VOUCHER NO.
DATE
FHWA SCHEDULE NO.
PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. Salem, Oregon 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	05-0300(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 12-15-77 To: 8-1-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,927.43	$10,863.61	78.2%	$3,495.34	$3,945.34	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By _____ _____
Authorized Officer *Date*

V.E. Wood controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	River Road - Pacific Highway East (Naef Road) Clackamas County					
	Preliminary Engineering Type Code PE					
	State	All required			$5,878.05	
	County	"	"		312.69	
	Total Preliminary Engineering				$6,190.74	
	Misc. Project Costs					
	Audit Expense	All required			$15.53	
	Total Participating Costs				$6,206.27	
	Prepared based on participating costs shown on federal billing as of 7-16-79					
	AMOUNT CARRIED FORWARD					

sch

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: 05-0301(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 12-15-77 To: 6-1-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$6,206.27	$6,206.27	78.2%	$4,853.30	$4,853.30	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By V.E.SKOOG controller *Authorized Officer* 7-12-79 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8197 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-96 + 8-97		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 3	8-7-80	Project Number SOS-OS-0300(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13 ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 227,570.00	$ 227,570.00
Federal funds	193,027.40 -627 $ 2,157.60 -680	179,776.81 -627 $ 15,408.19 -680
Other revisions		

This modification is made for the following reasons: To release Appn. Code 627 fund to be used on final voucher on project OS-400(1).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August ,1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. file

Oregon State Highway Division
Salem, Oregon July 31, 1980

Federal Aid Project
No. SOS-OS-0300(6)

Vineyard Rd., Naef Rd. and Boardman Ave. Section
County Roads in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Vineyard Rd. Sta. 1+14 to Sta. 30+57)
(Boardman Ave. Sta 1+20 thru Equa. 17+55.86 = 18+10.60 to Sta. 28+00)

Total same as previous estimate of October 4, 1978
& September 27, 1979 $227,570.00

Length of Project ---------- 0.557 mi. Vineyard Rd.
0.465 mi. Naef Rd.
0.497 mi. Boardman Ave.
Total 1.519 miles

Cost of Roadway per mile - - - - $149,815.67

SUMMARY OF FUNDS (85.77%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	627	$209,603.00	$179,776.81	$29,826.19
Roadway	680	17,967.00	15,408.19	2,558.81
TOTAL		$227,570.00	$195,185.00	$32,385.00

Group 1 100% Group 2 0%
Contract 8797
Prefix 203-1006

8797

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER S-114 + S-117		County Clackamas
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number SOS-OS-0300(6)
MODIFICATION NUMBER 2	7-23 80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 227,570.00	$ 227,570.00
Federal funds	3,027.40-627 $ 192,157.60-680	193,027.40-627 $ 2,157.60-680
Other revisions		

This modification is made for the following reasons:

to increase appn code 627 funds which are subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Stanfield

Oregon State Highway Division
Salem, Oregon July 8, 1980

Federal Aid Project
No. SOS-OS-0300(6)

Vineyard Rd., Naef Rd. and Boardman Ave. Section
County Roads in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Vineyard Rd. Sta. 1+14 to Sta. 30+57) (Naef Rd. Sta 1+12 to Sta. 25+68)
(Boardman Ave. Sta 1+20 thru Equa. 17+55.86 = 18+10.60 to Sta. 28+00

Total same as previous estimate of October 4, 1978 & September 27, 1979 $227,570.00

Length of Project ----------0.557 mi. Vineyard Rd.
0.465 mi. Naef Rd.
0.497 mi. Boardman Ave.
TOTAL 1.519 miles

Cost of Roadway per mile - - - $149,815.67

SUMMARY OF FUNDS (85.77%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	627	$225,054.00	$193,027.40	$ 32,026.60
Roadway	680	2,516.00	2,157.60	358.40
TOTAL		$227,570.00	$195,185.00	$ 32,385.00

Group 1-100% Grp 2-0%
Contract 8797
Prefix 203-1006

9797

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-133		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 1	1-28-79	Project Number SOS-OS-0300(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 227,570.00	$ 227,570.00
Federal funds	$ 195,185.00 -680	$ 192,157.60 - 680 3,027.40 - 627
Other revisions		

This modification is made for the following reasons:

To include Appn. Code 627 funds which are subject to lapse on September 30, 1979

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of September, 19 79.

Oregon State Highway Division
(Official name of Highway Agency)

By D. Stolberg

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Oregon State Highway Division
Salem, Oregon September 27, 1979

Federal Aid Project
No. SOS-OS-0300(6)

Vineyard Rd., Naef Rd. and Boardman Ave. Section
County Roads in Clackamas County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Vineyard Rd. Sta. 1+14 to Sta. 30+57) (Naef Rd. Sta 1+12 to Sta. 25+68)
(Boardman Ave. Sta 1+20 thru Equa. 17+55.86 = 18+10.60 to Sta. 28+00)

Total same as previous estimate of October 4, 1978 $ 227,570.00

Length of Project - - - - - - - 0.557 mi. Vineyard Rd.
0.465 mi. Naef Rd.
0.497 mi. Boardman Ave.
TOTAL 1.519 miles

Cost of Roadway per mile - - - $149,815.67

SUMMARY OF FUNDS (85.77%)

Description	Appn.Code	Total Cost	Federal Funds	County Funds
Roadway	627	$ 3,529.68	$ 3,027.40	$ 502.28
Roadway	680	224,040.32	192,157.60	31,882.72
TOTAL		$227,570.00	$ 195,185.00	$ 32,385.00

Group 1 - 100% Grp 2 - 0%
Contract 8797

Prefix: 203-1006

8797 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-82	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-13-78	State Oregon County Clackamas Project No. SOS-0300(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rds., 3 Sts. between Milwaukie and Gladstone

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	1.52
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$227,570.00	$195,185.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H. S. Coulter

Technical Services Engineer
(Title)

ax For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 18 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. SOS-0300(6)

Vineyard Rd., Naef Rd. and Boardman Ave. Section
County Roads in Clackamas County

Project Agreement Estimate.

Type Code 6201
Roadway (Vineyard Rd.-Sta. 1+14 to Sta. 30+57) (Naef Rd.-Sta. 1+12 to Sta. 25+68) Boardman Ave.-Sta. 1+20 thru Eq. Sta. 17 55.86 BK = Sta. 18+10.60 ah. to Sta. 28+00)

Mobilization	All Required		$ 9,500.00
Temporary Protection and Direction of Traffic	All Required		9,800.00
Temporary Signs	759 Sq.Ft.	8.00	6,072.00
Temporary Barricades	26 Each	96.00	2,496.00
Flagmen	400 Hour	18.00	7,200.00
Clearing and Grubbing	All Required		2,880.00
Removal of Structures and Obstructions	All Required		900.00
General Excavation	1,961 Cu.Yd.	8.00	15,688.00
Trench Excavation	180 Cu.Yd.	28.00	5,040.00
Finishing Roadbed and Slopes	All Required		1,140.00
Watering	51 M-Gal.	28.00	1,428.00
1-1/2"-0 Aggregate Base	2,210 Ton	9.00	19,890.00
3/4"-0 Aggregate Base	970 Ton	9.00	8,730.00
Class "B" Asphalt Concrete Mixture	4,060 Ton	14.00	56,840.00
Asphalt Cement in Mixture	265 Ton	85.00	22,525.00
Asphalt in Tack Coat	5 Ton	200.00	1,000.00
12-inch Culvert Pipe	197 Lin.Ft.	14.00	2,758.00
8-inch Sewer Pipe	10 Lin.Ft.	6.40	64.00
12-inch Sewer Pipe	680 Lin.Ft.	12.00	8,160.00
Concrete Inlets Type G-1	10 Each	400.00	4,000.00
Concrete Curbsa	450 Lin.Ft.	5.50	2,475.00
Extra for Asphalt Approaches	65 Each	75.00	4,875.00
Drainage Curbs	250 Lin.Ft.	2.10	525.00
Adjusting Manholes	2 Each	108.00	216.00
Adjusting Inlets	26 Each	150.00	3,900.00
Modifying Inlet Grates	4 Each	100.00	400.00
			$198,502.00

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. SOS-0300(6)

Additional Items

Temporary Erosion Control	All Required	$ 2,000.00
	Subtotal	200,502.00
	Engineering	27,068.00
	Total	$227,570.00

Length of Project - - - - - - - - - - - - - 0.557 mi. Vineyard Rd.
0.465 mi. Naef Rd.
0.497 mi. Boardman Ave.

Total 1.519 miles

Cost of Roadway per Mile - - - - - - - - - $149,815.67

Retained in-Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 200.00

Federal Funds	$195,185.00
County Funds	32,385.00
	$227,570.00

Group 1 100%

Contract No. 8797

Prefix: 203-1006

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. SOS-0300(6)

Vineyard Rd., Naef Rd. and Boardman Ave. Section
Nonparticipating -- work by

Setting Mailbox Posts	43 Each	25.00	$1,075.00
Furnish Mailbox Posts	20 Each	20.00	400.00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90005
Project No. SOS-2700(1)
Buell-Mill Cr. Park Section
Polk County

I hereby request your approval of a minor program change on the subject project to delete from the character of proposed work, acquisition of right of way, and construct hightype pavement overlay as indicated on the enclosed PR-9 forms. Preliminary design of the proposed project indicated a cost beyond what the county was able to fund. Therefore, they requested the project be reduced to replacement of the Mill Creek Bridge on existing alignment.

I further request the following:

(1) Authorization to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $11,500 with an obligation of $9,860 in federal funds.

(2) Authorization for construction at an estimated total cost of $230,700 with an obligation of $196,140 in federal funds.

Funds for this request are available from releases in obligations by modification of project agreements on Project No. SOS-OS-0300(6), Clack. Co SOS-OS-1500(2), SOS-OS-2800(1), and SOS-3300(1).

CL:bke

cc: H. Reynoldson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

July 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. OS-2000(1)
Florence/Eugene Hwy.-M.P. 5.7 Section
Lane County

I hereby request your approval of a minor program change on the subject project to withdraw the construction phase as indicated on the enclosed copy of a letter dated May 14, 1980 from Lane County.

Enclosed also is a modification of project agreement which reflects a reduction in preliminary engineering costs on the project.

Approval of the above will release $380,000 in obligated federal funds which we propose to utilize on present joint financial projects OS-SOS-0300(6), OS-SOS-1500(2) and OS-SOS-2800(1) by modification of project agreements.

CL:bke
Enclosures

cc: H. Reynoldson
R. Hacek

Clarkson Jackson Sherman

8797

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

5-20-80 *(PPM 20-5)*

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-0300 (6)	Clackamas	Oregon 8797

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) Construction of roadbed widening, aggregate base and Asphalt Concrete pavement, (2) Construction of curbs, and (3) installation of pipe and concrete inlets. Work was performed on the Vinevard R., Naef Rd. and Boardman Ave. Sections between Milwaukie and Gladstone. The job was completed on June 20, 1979.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Cascade Construction Company	$ 199,577.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Work remaining at the time of the final inspection has been completed.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	1.519	30		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engr	5-15-80

12. IN COMPANY WITH Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Wallace N Bryant		16. SIGNATURE G. K. Hansen, Honorer	
14. TITLE Area Engr.	15. DATE 5-19-80	17. TITLE Field Operations Engineer	18. DATE 5-20-80

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

#8797

CON 5
8797

October 31, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8797 awarded to Cascade Construction Co., Inc., for work on the Vineyard Rd., Naef Rd. & Boardman Ave. Section of County Roads in Clackamas County was completed on June 20, 1979, and accepted by the State Highway Engineer on October 26, 1979.

The total contract amount is $179,101.83 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT. 378-6594 TELEPHONE FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 25, 1979

FROM: R. D. Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8797, Work Completed June 20, 1979

Project Vineyard Rd., Naef Rd., & Boardman Ave.

Highway County Roads

County Clackamas

Type of Work Grading & Paving

Contractor Cascade Construction Co.

Recommended Acceptance Date October 26, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 10/29/79

10-31-79 Surety Notified total contract amount

8797

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vineyard Rd., Naef Rd. and Boardman Ave.		WEEK ENDING: Oct. 6, 1979
		SECTION PREFIX: 203-1006
HIGHWAY: County Roads		COUNTY: Clackamas
NAME OF JOB: Vineyard Rd., Naef Rd. & Boardman Ave.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8797	FEDERAL AID PROJECT NUMBER: SOS-0300(6)
DATE OF CONTRACT: Sept 20, 1978	DATE WORK STARTED: Feb. 9, 1979	ESTIMATED COMPLETION DATE: June 20, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 175 CWD	WORK DAYS USED / CALENDAR DAYS USED 163
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 229,470.90	ENGINEERING AUTHORIZATION $ 18,195.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 211,274.97	ENGINEERING COST TO DATE $ 24,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 197,493.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.5%	PERCENT OF AUTHORIZATION 132%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
					¾-0"	1½"-0		
				GRADING	Aggregate ~~SURFACING~~	Aggregate ~~MISCELLANEOUS~~ ~~STRUCTURE~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,961 CY	970 Ton	2,210 Ton		4,060 Ton
TOTAL QUANTITIES CORRECTED TO DATE				1,122 CY	951 Ton	1,940 Ton		3,860 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,122 CY	951 Ton	1,940 Ton		3,860 Ton
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED
OCT 8 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
9/30 SUNDAY	No Activity
10/1 MONDAY	No Activity
10/2 TUESDAY	No Activity
10/3 WEDNESDAY	No Activity
10/4 THURSDAY	No Activity
10/5 FRIDAY	No Activity
10/6 SATURDAY	No Activity

REMARKS

SUMMARY: NO Activity

ANTICIPATED NEXT WEEK: Office work on Semi-Final

SIGNED Wayne Schulte LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8797

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-79

FEDERAL AID PROJECT NO.: SOS-OS-0300(6)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM NO.:

ITEM NO.: 80349

PROGRAM STAGE (Check): 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 18 '79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-18

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	10-1-79	Non Federal-aid	County Road

GENERAL LOCATION:

Vineyard Rd., Naef Rd., and Boardman Avenue

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's September 27, 1979 letter I approve the program change to joint finance the subject project to include Appropriation Code 627 funds. This change is as follows:

Project Number: Change to SOS-OS-0300(6)

Appn. Code		Total Cost	Federal Funds
627		$ 3,529.68	$ 3,027.40
680		224,040.32	192,157.60
	TOTAL	$227,570.00	$195,185.00

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-1-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-916

8797

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 80349
Project No. SOS-0300(6)
Vineyard Rd., Naef Rd. & Boardman Ave. Sec.
Clackamas County

I hereby request your approval of a minor program change to joint finance the subject project utilizing Off-System Roads funds (Appn. Code 627) in the amount of $3,027.40, which was released from final vouchers on preliminary engineering projects OS-0300(3) and OS-0300(5), to prevent lapse of these funds. This change will involve the following revisions in project numbering and financing:

Project No. change to SOS-OS-0300(6)

Appn. Code	Total Cost	Federal Funds
627	$ 3,529.68	$ 3,027.40
680	224,040.32	192,157.60
TOTAL	$227,570.00	$195,185.00

Enclosed is a revised project agreement estimate and modification of project agreement reflecting the revised financing which we desire to have processed prior to September 30, 1979 to prevent lapse of these funds.

CL:fkc
Attachment

cc: R. Hacek
R. Reynoldson

Form 734-9199

8797

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

Sept. 10, 1979

FILE:

FROM: W.E. Hoffman
Res. Engr.

TO: File

SUBJECT: Narrative Report
Vineyard Rd., Naef Rd.,
and Boardman Ave.
Contract No. 8797

Project: Vineyard Rd., Naef Rd., & Boardman Ave.
Class: Grading and Paving
Contractor; Cascade Construction Co., Inc.
Began; February 9, 1979 Finished; June 20, 1979

The project was built for Clackamas County. Each street was widened and overlayed.

Traffic control: This was routine. Alternate routes were usually available and traffic took advantage of them.

Grading: No problems. Most of the work was by backhoe as it involved removing a narrow rectangular section.

Drainage: The area has very poor drainage characteristics beyond the scope of this project to correct. Lateral drains were placed on Vineyard Rd. Pipe extensions were made throughout. Two inch high drainage curbs were placed at points on all sections to direct the water to catch basins or existing ditches.

Paving: Paving was straightforward without incident.

The County Traffic Dept. made a special design for the intersection of Addie St. and Boardman Ave. which was incorperated in the plans. They could not stand the criticism after it was built and wanted it changed. This was done with P.A. No. 3.

A sink hole appeared on Vineyard Rd. where material settles around an improperly backfilled sanitary sewer. The contractor fixed it twice. Future settlements are to be fixed by the Sewer District.

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Please advise if any action required

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerling

RECEIVED
OCT 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

W.E. Hoffman
Res. Engr.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Vineyard Rd., Naef Rd., and Boardman Ave.
Highway: County Roads
County: Clackamas

Contract No.: 8797
Prefix: 203-1006
F.A. No.: SOS-0300(6)

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
			SUMMARY		
	Bid Items		$ 199,577.00	$ 174,859.03	-12.4%
	Anticipated Items		$ 2,600.00	----	
	Contingencies		$ 9,097.97	-----	
	Engineering		$ 18,195.93	$ 24,100.00	+32.4%
	Liquidated Damages		$ ----	----	
	Total		$ 229,470.90	$ 203,201.83	-11.4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No single bid item substantially effected total project cost. Several items were underrun some and Watering and Adjusting Manholes were not needed.

William R. Harlon
Office Engr.
William R. Harlon

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY ACCOUNTING (DEPT.) 378-2874 (TELEPHONE)

TO: Vernon E. Skoog
Controller

DATE: May 16, 1979

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
Clackamas County
Off-system projects (3)

Definition Statement

In July, 1977, County and OSHD entered into 3 Safer Off-System Roads projects, namely:

FAP Nos.	Description	County Nos.	Agreement
OS-0300 (2)	Boardman Ave.	GF 78043	# 6232
(3)	Naef Road	78042	6231
(4)	Vineyard Rd.	78041	6230

These projects entailed preliminary engineering by County, were conducted simultaneously by a common crew, and were located closely together easterly from River Rd.

FHWA authorized all 3 projects as of December 15, 1977. The actual project period was January through April, 1978. Construction was authorized August 2, 1978, so the Accounting Section sought to close out the preliminary engineering phase of all 3 projects. County had billed costs, as follows, which were subject to audit:

FAP Nos.	Labor	Equipment	Materials	Total
OS-0300 (2)	$ 338.60	$ 4.10	$	$ 342.70
(3)	304.91	4.10	3.68	312.69
(4)	198.94	4.10		203.04
TOTAL	$ 842.45	$ 12.30	$ 3.68	$ 858.43

Analysis

On May 8, 1979 I met with County Public Works personnel (Winston Kurth, Bernie Straight, Ross Smith et al) to update my survey file and examine supporting documentation on these and certain other unrelated projects.

Due to the unique concentration of labor I verified to original Time Cards the entire manhour charges, and to Payroll Registers the dollar amounts. Payroll rates consisted only of base salary plus taxes and fringe benefits at cost, with no markup for overhead. There were no exceptions. The required public hearings were duly advertised and held prior to inception of the projects. OSHD had paid in full all County billings upon receipt and approval without retainage, since no bill was marked "final". County had made the required Advance Deposit for each project.

Conclusion

I recommend no adjustment in payments made to County. The charges are reasonable, allocable, allowable and well documented. They should be claimed from FHWA as eligible for reimbursement under the Safer Off-System Roads program.

APPROVED

V. E. Skoog

V. E. SKOOG, Controller
State Highway Division

DWJ:cw

cc: Hal Reynoldson
R. J. Hacek

8797

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10/24/78	CC1900	

BILL TO: Code:

Clackamas County
Board of Commissioners
Courthouse
Oregon City
Oregon 97045

Attn: Mr. John McIntyre, Director of Public Works

CREDIT DISTRIBUTION

203-1902)
203-1999) P.E.
203-1998)

203-1006 Const.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the S.E. River Rd.- Pacific Hwy. E. Section, Vineyard Rd.- S.E. River Rd.-Pacific Hwy. E. Section, Naef Rd. - S.E. River Rd.- S.E. Rose Lane Section, Boardman Ave. Contract #8798 AD 356, CC 1779 AD 355, CC 1778 AD 354, CC 1777			

Advance Deposit Amount	$ 4,620.00 $ 32,130.00
Advance Deposit Previously Transferred to Highway Fund	$ 3,420.00
Balance	$ 33,330.00
Transfer to Highway Fund	$ 24,330.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer
Gerald W. Wimer

SP*35736-73

8797

8

bbc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
Willard Hoffman

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1978

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8797 for work on the Vineyard Road, Maaf Road and Boardman Avenue Section in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Hager, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: OREGON TRANSPORTATION COMMISSION
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
121 TRANSPORTATION BUILDING
SALEM, OREGON 97310

Date: OCTOBER 3, 1978

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
2	Sept. 29, 1978	Contract and Bond for Vineyard Road, Naef, Road and Boardman Avenue

MEMORANDUM

FOR YOUR APPROVAL

RECEIVED
OCT 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc: XX

cc: 8-103

CASCADE CONSTRUCTION COMPANY, INC.

By GEORGE R. MORTON, VICE PRES . ENG.

Equal Opportunity Employer

8797

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
SAIF
Fran

September 29, 1978

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the Vineyard Road, Naef Road and Boardman Avenue Section in Clackamas County for the sum of $199,577 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Clackamas County and when the sum of $61,370 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8797.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 19, 1978

G.W. Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, Oregon 97310

Enclosed please find a copy of CRAG Resolution regarding increase of federal SOS funds to Vineyard, Naef and Boardman Avenue projects.

Also enclosed is the County local share in the amount of $32,130.00.

I trust a contract will be entered into with Cascade Construction Company prior to the deadline date of October 2, 1978.

JOHN C. McINTYRE, Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH, County Engineer

/kj

Encls.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 2 1978
File: PM FA
TAA LG OP

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

CRAG RESOLUTION

BD 780906

FOR THE PURPOSE OF REALLOCATING FUNDS TO THE SAFER-OFF-SYSTEM FUND

WHEREAS, Through BD 761203R, the Board of Directors established project priorities for the Safer-Off-System Road Program and established a contingency fund of $89,170 (federal); and

WHEREAS, At the request of the TIP Subcommittee, CRAG staff has prepared a status report on the program; and

WHEREAS, Costs estimated to complete the authorized projects have increased in cost; and

WHEREAS, The TIP Subcommittee has recommended use of the contingency fund to cover in some measure cost changes; and

WHEREAS, CRAG staff has prepared Staff Report 35 detailing TIP Subcommittee and TTAC recommendations;

NOW, THEREFORE, BE IT RESOLVED, That the Board of Directors allocate the Safer-Off-System Road Program contingency fund in its entirity; and

BE IT FURTHER RESOLVED, That the Board of Directors authorize the USE OF Safer-Off-System funds by jurisdictions as follows:

Clackamas County	$ 223,145
City of Gresham	76,775
Multnomah County	76,775
City of Tualatin	51,665
City of Portland	241,640
Total	$ 670,000

BE IT FURTHER RESOLVED, That the Board of Directors hereby finds: These actions are in accordance with the region's continuing, cooperative, comprehensive planning process, are incorporated in the Transportation Improvement Program and FY 1979 Annual Element, and hereby are given affirmative A-95 approval.

BE IT FURTHER RESOLVED, That allocated funds be applied to previously authorized project priorities; and

BE IT FURTHER RESOLVED, That funds allocated to a jurisdiction can be shifted between authorized projects at the discretion of the affected jurisdiction.

ADOPTED, By the CRAG Board of Directors this 28th day of September, 1978.

By Denton U. Kent
Denton U. Kent, Executive Director

BP:gh
0546A

September 5, 1978

Winston Kurth
Clackamas County Engineer
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

You advised us that the CRAG Board will allow total Safer Off-System funding for your Vineyard Road, Naef Road and Boardman Avenue SOS project. Based on the assumption that the Board takes this action September 28, 1978, we have re-figured your advance deposit as follows:

Bid Items	$199,577.00
Erosion Control	2,000.00
Mail Box Posts	400.00
Seed and Mulch	200.00
4½% Contingencies	9,097.97
9% Engineering	18,195.93
ESTIMATED TOTAL COST OF CONSTRUCTION	$229,470.90
14% of $229,470.90 =	$ 32,126.00

9/29/78
Jon Rose says Rec'd by Region
Told Guy Cornfield

By rounding, the County's advance deposit will now be $32,130.00.

Please understand that the above figures are estimates and will be adjusted when total final costs are available. They also do not include the programmed $33,000 of preliminary engineering for which you've already made an advance deposit.

Cascade Construction Company has verbally agreed to delay the contract award for the project until October 2, 1978. The September 28 Board action will suffice, providing Cascade sends us an early letter verifying their agreement to the delayed award. We will send you a copy.

Very truly yours,

G. W. Wimer
Local Government Manager

RHP:lml

cc: CRAG
C. T. Keasey
Ed Hardt
Jon Rose
Highway Accounting

8797

9

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4287, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

September 5, 1978

Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Attention: Dave Moehring

RE: Vineyard Road, Naef Road
and Boardman Avenue OSHD 8797

Dear Sir:

This letter is to confirm my conversation with Mr. Winston Kurth of Clackamas County in which we agree to be bound to our proposal for the above referenced project until October 2, 1978 thus establishing a special agreement as outlined in the Standard Specifications Section 103.02.

We are looking forward to the award and execution of this contract.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

C. E. Idlewine
President

CEI:mk

cc: Bill Hoffman, OSHD
8-103
Winston Kurth
Head
Keasey
Hardt
Jon Bose
Bob Church
Swan
Reynoldson
Cornforth

PROJECT MANAGER
CCE
TAE
SEP 6 1978
PM FA
TAA LG

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

HEAD

8797

Date 8-31-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Award of Vineyard Rd, Naef Rd. & Boardman Ave. (Aag 24 Letting) File No.

Received (call) (visit) from

Address

Made (call) (visit) to Pete Idlewind Phone 222-6421

Reason for contact and general discussion: I was informed by Bob Prange that Clackamas Co. could not make their Advance Deposit on Subject Project until Sep. 22.

I called Cascade Const. Co. & Mr Idlewind agreed to extend our time limit for awarding the subject project to Oct. 2, 1978. He stated he would send in a letter stating so.

Letter sent to Winston Kurth advising him of New Award Date and new AD. 9/5/78 DMP

Signature

File ( ) (X) (M) ( ) ( ) ( ) ( ) (R) Prange
Circulate: PME LGE OPE FAE CCE OM Other

8797

PROJECT MANAGEMENT OFFICE MEMO

Date 8-30-78

Subject Vineyard Mgt & Boardman Award File No. _____
Clackamas County SOS

Received (call) (~~visit~~) from Jon Rose & Ted Spence

Address _____ > Three way

Made (call) (~~visit~~) to Gary Stanovitch (CRAG) Phone _____

Reason for contact and general discussion: _____

Gary says spirit of Board Order 760902 was to limit SOS funds to #75,000 participating per project w/Board reserving right to allocate contingent fund

Possibilities: 1) We misinterpreted Board action

2) " didn't " " "

a) Co could put up funds #61,370 & we reimburse ~~to be subsequently authorized~~

b) CRAG authorize more

~~1) Executive Order (Denton Kent back Sept 5)~~

2) Board (next Sept 12) & Kemper

Stanovitch to call Winston Kurth 3) Let bids go — Signature No ! (Underrun 11± %)

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8797

PROJECT MANAGEMENT OFFICE MEMO

Date 8-28-78

Subject Vineyard, Noel & Boardman SOI Const Deposit File No. _____

Received (call) (~~visit~~) from Winston Kurth

Address _____

Made (call) (visit) to _____ Phone 655-8521

Reason for contact and general discussion:

Thanks CRAS authorized 10% overrun of SOI funding limitations. Would make project =

#75,000 x 3 =	#225,000
10% Overrun	22,500
Total	247,500

Wants us to recognize above amount plus accept verbal authorization from CRAS extending from #247,500 to #259,478.90. Funds 10% contingency but no authorization for SAS to apply

Signature _____

Received CRAS BD76090? 1st Engineering Amds. They SOI for Limits to #225,000 CRAS can allot more

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

Clackamas County
SOS Projects

	FF	Local	Total
Vineyard Road	64,500	17,225	81,725
Roef Road	64,500	9,650	74,150
Boardman Ave	64,500	20,250	84,750
	193,500	47,125	240,625

14% Match	193,500	31,500	225,000
100% Co Funds		15,625	15,625

8797

August 25, 1978

See letter dated Sept. 5, 1978

Clackamas County
Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Mr. John McIntyre
Director of Public Works

Gentlemen:

On August 24, 1978 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97386 for Vineyard Road, Naef Road, and the Boardman Avenue Section. This is an Off System Project.

The County's advance deposit based upon the contractor's bid is as follows:

Erosion	Bid Items	$199,577.00 +2,000
	Mail Box Posts	400.00
	Seed and Mulch	200.00
	4 1/2% Contingencies	9,097.97
	(9%) Engineering	18,195.93
ESTIMATED	TOTAL COST OF CONSTRUCTION	$229,470.90
	Est. P.E. Costs	30,000.00
	Est. Total Project Cost	$259,470.90
Less	Advance Deposit for PE	4,620.00
Less		225,000.00
Plus	14% of 225,000	31,500.00
	County estimate share is then	$ 61,370.90 — Should be # 61,350.90
	By rounding the County's advance deposit will be	$ 61,370.00

Please make your check in the amount of $61,370.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

JT

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 15, 1978.

Very truly yours,

/s/ R Prange

G. W. Wimer
Local Government Manager

HR:pf

bcc: w/AD# __: Vern Skoog - Please return completed AD # 494 when check is received.
Region 1 Federal Aid Engineer Jon Rose

8797

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-0300(6)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80349

TO:
Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Non Federal-aid	County Roads

GENERAL LOCATION:
Vineyard Rd., Naef Rd., and Boardman Ave.

GENERAL DESCRIPTION OF WORK:
Grade, drain and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
I accept the certification of Mr. Rod Henry dated 7-26-78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Also, as requested in Mr. Swan's 7-25-78 and 7-31-78 letters, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $224,610 Federal Funds $192,640 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8797 Clack.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Donald L. Bout

8-24-78 Bid Letting _____ All Clear Deadline

SECTION VINEYARD RD., NAEF RD. & BOARDMAN AVE.
Highway County Roads
County Clackmas Region M
Type of Work G-P-Stripe Funds OS COMB
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X	X	X	X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80349
Project No. SOS-0300(6)
Vineyard Rd., Naef Rd. & Boardman Ave. Sec.
Clackamas County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization for construction at an estimated total cost of $224,610 with an obligation of $192,640 in Federal funds.

JLG:tmw

Attachments

cc: Ed Hardt (Region 1)
Harold Reynoldson w/att.
Max Klotz (Metro)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-25-78

FEDERAL-AID (PP

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	700-900 DHV 80-100	N/A (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	80349 (14) (18)

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	0300 7 13	(6)	(24) (26)	27

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: - - - (36) (37) — U.S.: - - - - (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(34) (58)	(59) (66)	(67) (76)			Util adj. as req.
					ROW-40' Min.; Access Control-none; Parking Restrictions-none.
1.52	224,610	192,640	- - -	31,970 (Co.)	
1.52	224,610	192,640	- - -	31,970 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Item Nos. 80063, 80064 & 80065; Project No. OS-0300(2), (3) & (4) respectively.

-OVER-

USCOMM DUSCOMM-DC 46906-P61

VINEYARD RD., NAEF RD., & BOARDMAN AVE SECTION
PROJECT NO. SOS-0300(6)

REMARKS - continued

Project Data: The work consists of grade, drain and high-type pave to widen the existing roadway to accommodate a basic section consisting of two 11-foot traffic lanes with 4-foot shoulders and incidental work common to this type of project. Utility adjustments as required.

Accommodation of Utilities: State-County agreements executed October 3,1977 for each street (county roads) in compliance with Secondary Road Plan.

Maintenance: State-County agreements executed October 3, 1977 for each street (county roads) complies with Section 116, Title 23 USC.

Note: 1) This project included in the FY'78 Annual Program under "CRAG Safer Off-System Roads" as Item Nos. 80063, 80064 & 80065.
2) This project included in CRAG TIP as #188, 189 & 190.

8797

Section Virginia Rd, Hart Rd and Boardman Ave Sec. Programming Estimate $ 257,000

Highway County Roads Project Length 1.6 miles

County Clackamas Completion Time 175 Calendar days

Kind of Work Grading & Paving

Prefix 202-1902 FA Project No. ~~OS-0300(6)~~ ~~OS-0300(13)~~ OS-030042)

ROUTING SLIP Date: 7/24/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 01
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jon Rose

FROM: Project Mngt.

COMMENTS: Please forward to the county for their info and comments

Form 731-0022 (1/78) SP*70504-734

TRUCTION AUTHORIZATION

233,071.00

act Amount $ 233,071.00

2000 est.

$ 2200.00

4.00 est.

Misc. Permit Fees .....

Radio Sent Meeting 200.00

$ 235,271.00

Contingencies (4-1/2%) 10,587.20

Engineering (? %) 2,117.44

SUBTOTAL $

Credit for 12,704.64

Estimated Net Authorization, Construction ..... $ 257,162.00

APPROVED

Road Design Engineer

Send to Lane Ave.

Section Vineyard Rd, Naef Rd and Boardman Ave. Sec. Programming Estimate $ Rev. 257,000

Highway County Roads Project Length 1.53 miles 1.6 miles

County Clackamas Completion Time 175 Cal. Working days

Kind of Work Grading & Paving

Prefix 203-1902 FA Project No. ~~05-0300(F)~~ ~~05-0300(3)~~ ~~05-0300(2)~~ 05-0300(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~233,071.00~~ 223,975.00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	2000.00	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts 20 @ $20	400.00	
Adjust Utilities		
Misc. Permit Fees		
Roadside Seeding & Mulching	200.00	
		2600.00
		$ ~~2200.00~~

226,575.00

$ ~~235,271.00~~ ~~10,185.25~~ ~~606.25~~ ~~20,391.75~~ ~~24,[illegible]~~

Contingencies (4-1/2%)

Engineering (9 %)

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ ~~26,[illegible]~~ 257,162.63

APPROVED

Road Design Engineer

Est. reflects project shortened on Boardman Ave.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date July 20, 1978

Section Vineyard Rd., Naef Rd. and Boardman Ave. County Clackamas

Kind Of Work Grading and Paving Length 1.53 Name Wm Bergdall

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		LumpSum	All	—	16,600 00
	Temporary Protection and Direction of Traffic		LumpSum	All	—	8,610 00
	Temporary Signs		Sq. Ft.	759	6 00	4,554 00
	Temporary Barricades		Each	26	125 00	3,250 00
	Flagman		Hour	400	18 00	7,200 00
	Roadwork					
	Clearing and Grubbing		LumpSum	All	—	1,500 00
	Removal of Structures and Obstructions		LumpSum	All	—	8,000 00
	General Excavation		Cu. Yd	1928	6 50	12,532 00
	Trench Excavation		Cu. Yd.	180	10 00	1,800 00
	Finishing Roadbed and Slopes		LumpSum	All	—	5,000 00
	Watering		M. Gal	51	10 00	510 00
	1½"-0 Aggregate Base		Ton	2210	9 00	19,890 00
	¾"-0 Aggregate Base		Ton	970	9 50	9,215 00
	Class D Asphaltic Concrete Mixture		Ton	4060	15 50	62,930 00
	Asphaltic Cement in Mixture		Ton	265	83 00	21,995 00
	Asphalt in Tack Coat		Ton	5	200 00	1,000 00
	12-inch Culvert Pipe		Lin. Ft.	197	12 00	2,364 00
	8-inch Sewer Pipe		Lin. Ft.	10	20 00	200 00
	12-inch Sewer Pipe		Lin. Ft.	680	12 50	8,500 00
	Concrete Inlets Type G-1		Each	10	550 00	5,500 00
	Concrete Curbs		Lin. Ft.	450	4 00	1,800 00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date July 20, 78

Section Vineyard Rd, Naef Rd. and Boardman Ave. County Clackamas

Kind Of Work Grading and Paving Length 1.53 Name Wm Bartlett

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	65	195.00	12,675.00
	Drainage Curbs		Lin. Ft.	250	6.00	1,500.00
	Adjusting Manholes		Each	2	200.00	400.00
	Adjusting Inlets		Each	26	150.00	3,900.00
	Modifying Inlet Grates		Each	4	100.00	400.00
	Setting Mailbox Posts		Each	43	50.00	2,150.00
						975.00
					$	223,

8777

STATE OF OREGON

INTEROFFICE MEMO

Clackamas

ODOT - Traffic — DEPT.

378-6537 — TELEPHONE

TO: MEMO TO FILE

DATE: June 5, 1978

FROM: Elmer L. Scofield
Sign Design Engineer

SUBJECT: County Road Signing
River Road-Pacific Highway East (Vineyard Road) Section
River Road-Rose Lane (Boardman Avenue) Section
River Road-Pacific Highway East (Naef Road) Section
Clackamas County

The above three small projects are on the August 24, 1978 letting schedule and were scheduled to have contract signing.

A review of the plans and the signing in the field showed that all existing signs could be moved back and very few new signs would be required.

After contacting the Region and the County, it was decided it would be in the best interest to add an anticipated item and have the signing done by County Forces.

An anticipated item of $800 for each of the three projects is requested by this memo to do the signing work by County Sign Crews.

ELS:ds

cc: R. N. Bothman
E. L. Hardt
Lyle Watson
Ben Gifford
Jack Sullivan
Bernard Straight

REFERRED TO
Beard WCB — Stoudenmeyer
Cole — Sample
Eriksen — Watson
Heger — Dorn — Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vorseeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 13 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

81-125-1387

8777

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

5-16-78

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM ~~River Road - Pacific Hwy East (Vineyard Rd)~~
~~River Road - Pacific Hwy East (Naef Rd)~~
~~River Road - Pacific Hwy East (Boardman Ave)~~

TO Vineyard Rd, Naef Rd And Boardman Ave Sec
County Roads
Clackamas County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

8797

OREGON STATE HIGHWAY DIV[redacted]ON
117 DOT Building
Salem, Oregon 97310

PROJECT MANAGEMENT ✓
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 15 1978 RP

Attention: Right-of-Way Section 5-4-78

TAA Reynolds File: PM FA LG OP

Subject: Federal Aid Project No. SDS-0300(4)
Project Name River Road - Pacific Hwy. East Section Vineyard Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

OR

[ ] a. There has been no displacement of persons from residences, farms or businesses.

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 4th day of May, 1978

County of Clackamas
BOARD OF COUNTY COMMISSIONERS

Certified By:

Regional Right-of-Way Supervisor
Date 5-11-78

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8777

Clackamas

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 2, 1978

FILE:

FROM: D. N. Stoudenmeyer
Final Design Unit

TO: MEMO TO THE FILES

SUBJECT: River Rd.-Pacific Hwy. E.
(Vineyard, Naef, & Boardman Rds.)
Clackamas County
Prefix 203-1902

On the Vineyard Road project it has been determined that the field plan should be revised between Stas. 20+ to 27+. The proposed 12" drainage pipe on the south side is to be lowered to obtain proper coverage. This will entail removal and lowering of the existing culverts under the approaches.

DNS:ab
cc: R. T. Ewen
Dan Read

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 0 3 1978
ENGINEERING SECTION

Trout

Do Not File
Return To
Bring Up ___/___/___
Action

T. 8797

APPROVED
PREFIX
Traffic Engr.
Maint. Engr.
DATE 5-3-78 Div. Engr.

APRIL 17, 1978

203-1998-903

O. D. O. T.
5821 N.E. Glisan Street
Portland, Oregon 97213

PROJECT TITLE: Safety Pavement Overlay - Boardman Avenue

PROJECT NUMBER: ---------

PREFIX NUMBER: 203-1998-903

CLACKAMAS COUNTY JOB NUMBER: 6F78043 (GF-4377)

Billing for cost incurred since prior billing on safety pavement overlay on Boardman Avenue

January, 1978	$ 29.30
February, 1978	$101.62
Total	$130.92

Billing from County

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 9 1978
TAA Bjorklund File: PM FA LG OP

Forwarded to Dick Hacek
DR

From Metro Jon Rose Date 5/8/78
To Traffic Region 1
Comments: Please forward to Accounting
Jon Rose

8797

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: FRANK E. TERPIN
Location Engineer

DATE: April 13, 1978

FROM: ROBERT T. EWEN
METRO Location Engineer

SUBJECT: Submittal location survey (3)
Boardman Rd., Prefix 203-1998
Naef Road, Prefix 203-1999
Vineyard Road, Prefix 203-1902
Clackamas County

Submitted herewith is location survey and engineering records for the three above listed projects. Estimates have been prepared for each individual project as if they might be contracted separately. We have also enclosed an estimate of cost if the three projects were incorporated into one project. Clackamas County has specifically requested that they be contracted as one project so as to realize the savings of some $15,000 to $18,000 and assist in coordinating various work in the three projects. All unit prices used in these estimates have been developed with the assistance of George Sanford in the Salem Cost Analysis Section.

Particular attention should be given to the proposed alignment of the overlay for each of the streets involved. At Clackamas County's request, the alignment is variable moving from one side to the other so as to provide a minimum 30-foot AC surface, minimize effects to driveways, and to eliminate the need for any additional right-of-way. Final Design efforts should be aware that this is basically an overlay project to obtain satisfactory pavement without involving additional right-of-way or extensive drainage or side work.

Clackamas County took these plans to a public meeting which was well advertised and which included mailed circulars to each abutting owner. Also in effort to coordinate work, each individual abutting owner was contacted by the resident engineer and a representative of the county. From the hearing and from the meetings where projects were discussed, no significant complaints or concerns were voiced. People in the area do desire an improved road surface as long as driveways are not seriously effected and additional rights-of-way are not required. A copy of their public meeting narrative and conclusions is included with this submittal.

Please advise if any further information is required.

ja
cc: D. R. Adams
E. L. Hardt
B. Hoffman
Technical Services Unit (6)

.125.1397

~~Clackamas County~~

Prefix's 203-1998, 203-1999, 203-1902

Comparison of Cost for Projects as Separate Contracts and a Combined Project.

Comparison exculding Contingencies, Engineering and Anticipated Items;

Boardman	$ 66,582.50		as single Project
Naef	43,517.25		
Vineyard	74,885.75		
Total	$ 184,985.50	Total	$ 169,721.25

Difference $ 15,264.25

Comparison including anticipated items coningencies and Engineering

Boardman	$ 81,099.00		As Single Project
Naef	52,940.00		
Vineyard	90,582.90		
Total	$ 224,621.90	Total	$ 206,305.50

Difference $ 18,316.40

Savings of 8% ± as one contract.

OREGON STATE HIGHWAY DIVISION

Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date March 6, 1978

203-1998 203-1999 203-1902

Section Combined - Boardman Ave., Naef Rd., and Vineyard Rd.

County Clackamas

Kind Of Work Minor Widening, and overlay

Length 1.62 M

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All		12,572.00
	Temp. Prot. & Direction of Traffic		" "	All		4,577.00
	Temporary Signs		Sq. Ft.	303	6.00	1,818.00
	Flagmen		Hour	180	18.00	3,240.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All		3,000.00
	Removal of Structures & Obtructions		Lump Sum	All		1,500.00
	General Excavation		Cu. Yd.	2038	5.75	11,718.50
	Finishing Roadbed & Slopes		Lump Sum	All		4,000.00
	Aggregate Base		Ton	2311		13,288.25
0	Top Course & Shoulder Aggregate		Ton	802	6.00	4,812.00
1	Class"B" Asphalt Concrete Mixture		Ton	4433	11.00	48,763.00
2	Asphalt Cement in Mixture		Ton	289	85.00	24,565.00
3	Asphalt Tack Coat		Ton.	3	200.00	600.00
4	12-inch Sewer Pipe		Lin.Ft.	570	12.00	6,840.00
5	Type G-1 Inlets		Each	7	425.00	2,975.00
6	Concrete Curb		Lin.Ft.	390	4.75	1,852.50
7	Extra for Asphalt Approaches		Each	115	150.00	17,250.00
8	Adjusting Inlets		Each	22	200.00	4,400.00
9	Modify Inlets		Each	4	75.00	300.00
0	Move Mail Boxes		Each	33	50.00	1,650.00
	Estimated Contract Amount				$	169,721.25

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
						$ 169,721.25
	Additional Anticipated Items:					
	Erosion Control				1,100.00	
	Seeding and Mulching				1,100.00	
				$	2,200.00	
	Sub Total					$ 171,921.25
	Contingencies plus Engineering (20%)					
	171921.25 X 20% =				$ 34,384.25	
	TOTAL ESTIMATED CONSTRUCTION COST					$ 206,305.50

8797

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 3-30-78 2003

Subject: Federal Aid Project No. SOS-0300(2)
Project Name River Road - Rose Lane Section on Boadman Ave

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[x] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

[x] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 30th day of March, 19 78

PROJECT MANAGEMENT
PME [ ] CCE [ ] OM [ ]
LGE [x] FAE [ ] OPE [ ]
APR 6 1978
File: PM FA LG OP

Certified By:
Regional Right-of-Way Supervisor
Date 3-31-78

County of Clackamas
BOARD OF COUNTY COMMISSIONERS
Chairman
Commissioner
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

2797

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

March ~~10~~ 22, 1978

Mr. Jon Rose
Federal Aid Engineer
Dept. of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 972013

I have discussed with Mr. Bill Ockert, Transportation Director from CRAG, Clackamas County's request to combine the three Off-Systems Projects of Naef, Vineyard and Boardman Avenue into a single contract bid letting. Please be advised that Mr. Ockert indicates that since all three projects have been included in the transportation improvement program, and since the scope of all three projects is unchanged, no problem exists. Clackamas County is, however, bound to the maximum dollar allocation to the three projects in total which is $225,000.00 with the allowance for a 10% overrun. I am therefore requesting that the three Off-System projects be combined into a single bid-letting.

Regarding the Red Bridge FAS project, I am also requesting that the steel-plate girders and the steel floor beams on Red Bridge be marked and dismantled in such a manner that they can be salvaged by Clackamas County. The County has two deficient bridges that could be corrected by utilizing this salvaged material. Clackamas County will coordinate with the successful bidder on the Red Bridge project to pick up the plate girders and floor beams during the actual dismanteling process or the County will work with the contractor in designating an area adjacent to the bridge site for placement of the salvaged material until it could be picked up by the County.

JOHN C. McINTYRE - Director of

By Winston W. Kurth

WINSTON W. KURTH - County Engi

/ro

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐
MAR 22 1978
M
File: PM FA 3/23/78
LG OP
TAA Prange
902 ABERNETHY ROAD O

cc Christensen
Swan

To: [redacted] Date 3-22-78

From: JON ROSE, METRO

Program Mgmt Traffic Region 1

Comments: This is Clackamas County's request to include the 3 subject SOS Projects in one contract and it indicates that CRAG finds this acceptable. CRAG (Bill Pettis) also confirmed this by telephone. Please take appropriate action.

Jon Rose

8797

PROJECT MANAGEMENT OFFICE MEMO

Date 3/9/77 File No. _____

Subject Three SOS Projects, Clack. Co. Urbanized Area

Received (call) [redacted] from Jon Rose

Address METRO Phone _____

Made (call) (visit) to _____

Reason for contact and general discussion: River Rd-Rose Ln. (Boardman Ave.); River Rd.-Pac. Hwy E. (Vineyard Rd); River Rd.-Pac. Hwy E (Naef Rd) Sections in Clackamas Co. Can all three go in one contract? Informed Jon "No reason why Not." All three now set for Aug 24 bid letting.

c.c. Hal Versteeg.
Jon Rose
Buz Swan 3/9 DMP

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8797

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 8, 1978
Portland, Oregon

SUBJECT: Location Survey
River Rd.-Pacific Hwy.(McLoughlin)
Vineyard Road 203-1902
W.E. Hoffman Res, Eng.

To: Robert Bothman
Administrator

The following data is being submitted for the location work completed on Vineyard Road.

1. Detail Map
2. Locating Engineer Narrative
3. Locating Engineer Statement
4. Quantity Summary and Cost Estimate
5. Cross Sections plotted (1 roll)
6. Profile (1 roll)
7. Typical Sections (1 roll)
8. Field Book (X-Sections, Ties)
9. Copy of detail map with proposed construction

Two copies of detail map and copy of estimated cost sent to Clackamas County.

RETURNED TO
Carstensen
4|.8|78
WR

cc: Ed Hardt
W. Kurth
file

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 8, 1978

To: Narrative Report

SUBJECT: Boardman Ave.
Clackamas County Safer
Off System Roads Survey
Prefix No. 203-1999

The survey was for a Safer Roads project on Boardman Ave. between River Rd. and Rose St.,a length of 0.58 miles. Boardman Ave. crosses McLoughlin Blvd. which is a no-work area. The survey was made at the request of and in the interest of Clackamas County. Design was to County standards. This was two(2) eleven(11) foot travel lanes with four(4) foot shoulders for width. Surfacing is six(6) inches of coarse base, two(2) inches of leveling, with a two(2) inch A.C. base on presently unpaved areas. A two(2) inch A.C. wearing surface thirty(30) feet wide will finish the section.

The County's desire was for a thirty(30) foot street completely contained within the existing R/W and to match existing curbs. Some shifting of centerline as well as one grade change was needed to do this. The fifty(50) foot wide R/W was established from property corners found in the field.

The grade change was a raise to widen a narrow through cut where the R/W was too narrow to set the slopes back sufficiently. The existing surface should be scarified before making the fill. The raise was terminated at Sta. 6+50 to avoid complicating a difficult driveway on the left at this point. Sufficient material to make the embankment is available on the project.

The down grade East of this fill to Paradise Drive presents a serious drainage hazard to the left hand, down slope,properties. The present street is shed roofed to the right into a storm drain system. In addition an AC gutter has been worked into the left edge of the street leading to an AC berm or bump which carries the water across a driveway at Sta. 8+50. It is imperative that this protection to the driveway be retained or duplicated in reconstruction. An overlay would naturally follow the shed roof which should be preserved and is so shown on the typical section. A three(3) foot shift to the right of the centerline allows this approach to work and fortunately matches with the existing drainage.

At the County's request, curb returns onto the East side of McLoughlin Blvd and a section of curb from here East 250 feet on the left are provided.

Only drainage facility changes necessary to the widening of the street are made. No drainage patterns have altered. The County has made a drainage survey which shows that an area wide solution requiring the formation of a drainage district is the only way improvement can be made. They say that extensive alterations on any individual street will be valueless.

Provision for bicycle and pedestrian traffic consists of paved shoulders and the alteration of three(3) inlet grates. Funding is unavailable for anything further.

Adjustment of nineteen(19) mailboxes and five(5) inlets will be needed, forty(40) driveways must be paved.

Fifteen(15) sanitary sewer manholes will be adusted by the Oak Grove Sewer District at their expense. One(1) fire hydrant and numerous water valves and meters must be adjusted by and at the expense of the utility. Si(6) power poles must be moved at utility expense.

TABULATION OF QUANTITIES AND ESTIMATE OF COST

RIVER RD.-ROSE ST.
BOARDMAN AVE.

Clackamas County
203-1998-901

No.	ITEM	UNIT	QUANTITY	COST	AMOUNT
1	Mobilization	Lump Sum	All		$ 4,932.00
2	Temporary Protection and Direction of Traffic	Lump Sum	All		1,795.00
3	Tempoary Signs	Sq. Ft.	101	6.00	606.00
4	Flagmen	Hour	60	18.00	1,080.00
	ROADWORK				
5	Clearing and Grubbing	Lump Sum	All		2,500.00
6	Removal of Structures and Obstructions	Lump Sum	All		500.00
7	General Excavation	Cu. Yd.	869	8.00	6,952.00
8	Finishing Roadbed and Slopes	Lump Sum	All		1,500.00
9	Aggregate Base	Ton	877	6.00	5,262.00
10	Top Course and Shoulder Aggregate	Ton	298	6.25	1,862.50
11	Class "B" Asphalt Concrete Mixture	Ton	1,576	12.00	18,912.00
12	Asphalt Cement in Mixture	Ton	103	85.00	8,755.00
13	Asphalt in Tack Coat	Ton	1	250.00	250.00
14	12-inch Sewer Pipe	Lin. Ft.	70	15.00	1,050.00
15	Type G-1 Inlets	Each	2	400.00	800.00
16	Concrete Curb	Lin. Ft.	390	4.00	1,560.00
17	Extra for Asphalt Approaches	Each	40	146.00	5,840.00
18	Adjusting Inlets	Each	5	250.00	1,250.00

No.	ITEM	UNIT	QUANTITY	COST	AMOUNT
19	Modify Inlets	Each	3	75.00	$ 225.00
20	Adjusting Mail Boxes	Each	19	50.00	950.00

ESTIMATED CONTRACT AMOUNT	$ 66,582.50
ADDITIONAL ANTICIPATED ITEMS	$ 1,000.00
SUB TOTAL	67,582.50
CONTINGENCIES PLUS ENGINEERING	$ 13,516.50
TOTAL ESTIMATED COST	$ 81,099.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 7, 1978
Portland, Oregon

To: Narrative Report

SUBJECT: Naef Road
Clackamas County Safer Off
Systems Road Survey
Prefix No. 203-1999

The survey was for a proposed safer roads project on Naef Road between River Road and McLaughlin Blvd., a length of 0.47 miles. It was done at the request of and in the interest of Clackamas County. Design was to County Standards. This was two(2) eleven(11) foot travel lanes with four(4) foot shoulders for width. Surfacing is six(6) inches of coarse base, two(2) inches of leveling, with a two(2) inch A.C. base on presently unpaved areas. A two(2) inch A.C. wearing surface thirty(30) feet wide will finish the section.

The County's desire was for a 30' street completely contained within the existing 40 foot R/W/ Some centerline shifting was required to accomplish this as shown on the plans and typical sections.The R/W was established from property corners found in the field.

Drainage is not altered or affected by this widening project. The County has made a drainage survey which shows that an area wide solution requiring the formation of a drainage district is the only way improvement can be made. They say that extensive alterations on any individual street will be valueless.

Provision for bicycle and pedestrian traffic consists of paved shoulders and the alteration of one inlet grate. Funding is unavailable for anything further.

Adjustment of eight(8) mailboxes and 6(six) inlets will be needed. Twenty-two(22) driveways must be paved.

Thirteen(13) sanitary sewer manholes will be adjusted by the Oak Grove Sewer District at their expense. Numerous water valves and meters must be adjusted by and at the expense of the utility. One power pole to the left of Sta. 13+10 must be moved at utility expense.

TABULATION OF QUANTITIES AND ESTIMATE OF COST
RIVER RD.-McLOUGHLIN BLVD
NAEF RD.

Clackamas County
203-1999-901

NO.	ITEM	UNIT	QUANTITY	COST	AMOUNT
1	Mobilization	Lump Sum	All		$ 3,218.00
2	Temporary Protection and Direction of Traffic	Lump Sum	All		1,172.00
3	Temporary Signs	Sq. Ft.	101	$ 6.00	606.00
4	Flagmen	Hour	60	18.00	1,080.00
	ROADWORK				
5	Clearing and Grubbing	Lump Sum	All		1,000.00
6	Removal of Structures and Obstructions	Lump Sum	All		500.00
7	General Excavation	Cu. Yd.	355	8.00	2,840.00
8	Finishing Roadbed and Slopes	Lump Sum	All		1,500.00
9	Aggregate Base	Ton	449	6.00	2,694.00
10	Top Course and Shoulder Aggregate	Ton	153	6.25	956.25
11	Class "B" Asphalt Concrete Mixture	Ton	1,294	12.00	15,528.00
12	Asphalt Cement in Mixture	Ton	84	85.00	7,140.00
13	Asphalt in Tack Coat	Ton	1	250.00	250.00
14	Extra for Asphalt Approaches	Each	22	139.00	3,058.00
15	Adjusting Inlets	Each	6	250.00	1,500.00
16	Adjusting Mail Boxes	Each	8	50.00	400.00
17	Modify Inlets	Each	1	75.00	75.00
	Total for Contract Items				$ 43,517.25

TABULATION OF QUANTITIES AND ESTIMATE OF COST
RIVER RD.-McLOUGHLIN BLVD.
NAEF RD.

Clackamas County
203-1999-901

Total for Contract Items	$ 43,517.25
Additional Anticipated Items	600.00
Contigencies plus Engineering	8,823.45
Total Estimated Cost of Construction	$ 52,940.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 7, 1978

To: Narrative Report

SUBJECT: Vineyard Rd.
Clackamas County Safer Off
System Roads Survey
Prefix 203-1902-901

The Survey was for a proposed Safer Roads Project on Vineyard Rd. between River Rd. and McLoughlin Blvd., A length of 0.56 miles. It was done at the request of and in the interest of Clackamas County. Design was to County Standards. This was two eleven foot travel lanes with four foot shoulders for width. Surfacing is six inches of coarse base, two inches of leveling, with a two inch A.C. base on presently unpaved areas. A two inch A.C. wearing surface 30 ft. wide will finish the section.

The County's desire was for a 30 foot street completely contained within the existing R/W. Some centerline shifting was required to accomplish this as shown on the plans and typical sections. R/W was a 50 foot width west of the abandoned R.R. and 40 foot east of it. R/W was established from property corners found in the field.

Drainage problems in the area we addressed only to the extent necessary to obtain the desired street width. The County has made a drainage survey which shows that an area wide solution requiring the formation of a drainage district is the only way improvement can be made. They say that extencive alterations on any individual street will be valueless. In order to gain proper street width from sta. 20 to sta. 27 it is necessary to connect a series of twelve inch driveway pipes on the right and fill the existing ditch. Five inlets straddling the line will be needed to collect the water that now runs into the ditch. Lack of R/W eliminates the option of moving the ditch back.

Provision for bicycle and pedestrian traffic consists of paved shoulders only. Funding is unavailable for anything further.

Adjustment of eleven inlets and six mail boxes will be needed. 53 driveways must be paved.

Twelve sanitary sewer manholes will be adjusted by the Oak Grove Sewer District at their expence. Numerous water valves and meters must be adjusted by and at the expense of the utility. One power pole to the right of sta. 3+73 must be moved at utility expense.

TABULATION OF QUANTITIES AND ESTIMATE OF COST
RIVER RD.-McLOULIN BLVD.
VINEYARD RD.

Clackamas County
203-1902-901

NO.	ITEM	UNIT	QUANTITY	COST	AMOUNT
1	Mobilization	Lump Sum	All		$ 5,547.00
2	Temporary Protection and Direction of Traffic	Lump Sum	All		2,020.00
3	Temporary Signs	Sq. Ft.	101	$ 6.00	606.00
4	Flagmen	Hour	60	18.00	1,080.00
	ROADWORK				
5	Clearing and Grubbing	Lump Sum	All		1,000.00
6	Removal of Structures and Obstructions	Lump Sum	All		500.00
7	General Excavation	Cu. Yd.	814	8.00	6,512.00
8	Finishing Roadbed and Slopes	Lump Sum	All		1,500.00
9	Aggregate Base	Ton	985	6.00	5,910.00
10	Top Course and Shoulder Aggregate	Ton	351	6.25	2,193.75
11	Class "B" Asphalt Concrete Mixture	Ton	1,563	12.00	18,756.00
12	Asphalt Cement in Mixture	Ton	102	85.00	8,670.00
13	Asphalt in Tack Coat	Ton	1	250.00	250.00
14	12-in. Sewer Pipe	Lin. Ft.	500	15.00	7,500.00
15	Type G-1 Inlets	Each	5	400.00	2,000.00
16	Extra for Asphalt Approaches	Each	53	147.00	7,791.00
17	Adjusting Inlets	Each	11	250.00	2,750.00
18	Adjusting Mail Boxes	Each	6	50.00	300.00
				Estimated Contract Amount =	$ 74,885.75

TABULATION OF QUANTITIES AND ESTIMATE OF COST
RIVER RD.-McLOUGHLIN BLVD.
VINYARD RD.

Clackamas County
203-1902-901

Estimated Contract Amount	$ 74,885.75
Additional Anticipated Items	600.00
Contingencies plus Engineering	15,097.15
Estimated Total Cost	$ 90,582.90

8797

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Courthouse
Oregon City, OR 97045

Attention of Mr. John McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1778

Date 2/17/78

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,540.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	400.00	
		To be transferred to State Highway funds for the P.E. for the S.E. River Road-Pacific Hwy. E. Section on Naef Road, OS-0300(3).		
		Covered by agreement #6231		$1,140.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,540.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 203-1999-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8797

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Courthouse
Oregon City, OR 97045
Attention of Mr. John McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1777

Date 2/17/78

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,540.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	400.00	
		To be transferred to State Highway funds for the S.E. River Rd.-S.E. Rose Lane Section on Boardman Avenue. OS-0300(2) Covered by agreement #6232		$1,140.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,540.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
203-1998-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8777

PROJECT MANAGEMENT
PME ☑ COE ☐ OM ☐
LGE ☑ TAE ☐ OP ☐
JAN 30 1978

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director
WINSTON W. KURTH
County Engineer
DAVID J. ABRAHAM
Utilities Director
RICHARD L. DOPP
Development
Services
Administrator

January ~~23~~ 26, 1978

TAA ✓ File: PM FA LG OP

MA PDM PDE TSE SPC
ODOT - METRO
JAN 25 1978
AM PPS FILE T/A

Mr. Jon Rose
Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Regarding the Bull Run Bridge Design requested from the Oregon State Highway Department, please be advised that Clackamas County is scheduling the field work for a vicinity map at the bridge site location to be accomplished in March of 1978.

I would appreciate it if you could arrange a meeting between the Project Engineer and our field crews prior to the March starting time in order to determine the type and extent of field information that will be necessary for this bridge design.

Also, please find enclosed three (3) executed copies of the agreement relating to Sleepy Hollow Bridge to be constructed under the Off-Systems Program. A return of a fully executed copy for County files will be appreciated.

Also, enclosed please find a check for $4,620.00 which represents Clackamas County's match for the preliminary engineering effort on the three Safer Off-Systems Roads, Naef Street, Boardman Avenue and Vineyard Avenue.

JOHN C. McINTYRE - Director of Pul

By Winston W. Kurth

WINSTON W. KURTH - County Enginee

/rn

Encls.

902 ABERNETHY ROAD, OR

To: Gerry Winer | Date JAN. 26, 78
From: JON ROSE, METRO
Program Mgmt. | Traffic | Region 1

Comments: Here is the agreement for Sleepy Hollow Bridge replacement under the SOSR program. This has been signed by Clackamas County officials, has the approval of the Metro Engineer and is forwarded for processing.

Jon Rose

cc Region I

8797

LETTER OF APPROVAL OR AUTHORIZATION

FROM:

G. L. Green, Division Administrator
Salem, Oregon 12-15-77

Clackamas

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

Copies to
Stafford
Catterson
Grant
Klatt
J. Reel
Reynolds

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-15-77	Non Federal Aid
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:

"River Road - Pacific Highway East (Vineyard) Section"
(Rd.)

GENERAL DESCRIPTION OF WORK:

Preliminary Section

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

XX PREPARATION : TEC NTE $11,000 - F.F. $8,600

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND / OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-6-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-77	V. V. Swan	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8777

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMIN.

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-15-77

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80065

PROJ. NO. -0300(2)

STATE

COUNTY

PROGRAM STAGE (Check)

TO:

Mr. F. B. Klaboe
Chief of Operations, Dept.
State of Oregon
Salem, Oregon

Copies to Stafford Gentner Grant Klatt Rose Reynolds

PROJECT MANAGEMENT
PE
LOE
TAE
DEC 20 1977
PM
LC

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-15-77	Non Federal Aid
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"River Road - Rose Lane Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC NTE $11,000, F.F. $8,600

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-6-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-783

8797

U.S. DEPARTMENT OF T[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-5-77

S-0300(3)

[illegible]elow

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80064

[illegible]Clackamas

(Check) 1. [ ] 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

Copies to
Gifford
Calhoun
Grant
Klatt
Rose
Rempelhorn

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-15-77	Non Federal Aid
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"River Road - Pacific Highway East (Naef Road) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- XX PREPARATION : TEC NTE $11,000 - F.F. $8,600
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION : ADVERTISE FOR BID
- ☐ OR BID
- ☐ CONSTRUCTION - PROCEED ON AN AGREED
- UNIT PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-5-77 letter

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-5-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976 - 626-787

8717

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 6, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80063
Project No. OS-0300(2)
River Road-Rose Lane Section
Clackamas County

Enclosed is data for the subject project:

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $11,000 with an obligation of $8,600 in federal funds.

CL:dmc
cc: R. N. Bothman, Metro
H. Reynoldson
M. Klotz

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

December 6, 1977

FEDERAL-AID (PF

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21 65: Co. Rd., Boardman Ave. | ADT | PRESENT: DHV 100 900 | FUTURE: N/A (66)(70) | Y (17

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Preliminary Engineering | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. A (74)

CARD 4 | CLASS OF FEDERAL FUNDS: Off System Roads | COUNTY NAME: C

NAME OF URBAN AREA (17-31): Portland | ROUTE NO. N | FEDERAL: Non

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC: TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-18)	(18)	.31	42	43 46	53		(54)(58)	(59)(66)	(67)
5					PE			0.58	11,000	8,600
5					ROW		"River Road-Rose Lane Section"			
5					CONST (CODE)					
							PROJECT TOTALS	0.58	11,000	8,600

(15) (23)(24)

CARD 1 | CODE 1 | PREPARED BY: CL

1 | 14 | PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 100 900	N/A	97	10	Oregon	41	627	80063

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					OS-	0300 (2)			

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [ ] 2

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
58	11,000	8,600	-	2,400	ROW-40' minimum; Access Control-None; Parking Restrictions- None.
0.58	11,000	8,600	-	2,400	

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

RIVER ROAD-ROSE LANE SECTION
PROJECT NO. OS-0300(2)

Existing Facilities: 20-foot AC surface with 1 to 6 foot gravel shoulders.

Adjacent Sections:
W. End -- 36-foot AC surface.
E. End -- 20-foot AC surface.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction necessary to widen the existing facility to provide for two 12-foot travel lanes with 4-foot paved shoulders for bicycle-pedestrian way.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on October 17, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.

8777

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 6, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80065
Project No. OS-0300(4)
River Road-Pacific Hwy. East (Vineyard Rd.) Section
Clackamas County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $11,000 with an obligation of $8.600 in federal funds.

CL:dmc
cc: R. N. Bothman, Metro
M. Reynoldson
M. Klotz

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 5, 1977

FEDERAL-A

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5, 1977

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 80 700	N/A	97	10	Oregon	41	627	80065

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
					OS-	0300 (4)			

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO.: N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.57	11,000	8,600	--	2,400 (Co.)	using 1976 funds 22%
					ROW-40' minimum; Access Control-none; Parking Restrictions-None.
0.57	11,000	8,600	--	2,400 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48903-P61

RIVER ROAD-PACIFIC HWY. EAST (VINEYARD RD.) SECTION
PROJECT NO. OS-0300(4)

Existing Facility: 18-20 foot AC surface with 1-5 foot gravel shoulders.

Adjacent Sections:
W. End -- 36 foot AC surface.
E. End -- Connection to Pacific Hwy. East FAP 26.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to widen the existing facility to provide for two 12-foot travel lanes with 5 to 6 foot paved shoulders for pedestrian/ bikeway.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on August 31, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.

8797

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80064
Project No. OS-0300(3)
River Road-Pacific Hwy. East (Naef Rd.) Section
Clackamas County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $11,000 with an obligation of $8,600 in federal funds.

CL:dmc
cc: R. N. Bothman, Metro
H. Reynoldson
M. Klotz

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL

December 5, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Naef Road 55				ADT	PRESENT DHV 90 850	FUTURE N/A (66)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 52	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (75)		
CARD 4	CLASS OF FEDERAL FUNDS Off System Roads						COUNTY NAME		
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. N	FED	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PR TOTAL ESTIMATED COST	ESTIMATED PR FEDERAL
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		"River Road-Pacific Hwy. East (Naef Rd.) Section"	0.47	11,000	8,600
5					ROW					
5					CONST (CODE)					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.47	11,000	8,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 90 850	N/A	97	10	Oregon	41	627	80064
(65)		(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST-MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (78)	14 OS- 23	7 0300 (3)	13	(24) (26)	27

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(5) (56)	(59) (66)	(67) (76)			
0.47	11,000	8,600	--	2,400 (Co.)	ROW-40' minimum; Access Control-none; Parking Restrictions- None.
0.47	11,000	8,600	--	2,400 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 46905-P61

RIVER ROAD-PACIFIC HWY. EAST (NAEF ROAD) SECTION
PROJECT NO. OS-0300(3)

Existing Facilities: 18 to 20 foot A.C. surface with 1 to 5 foot gravel shoulders.

Adjacent Sections:
W. End -- Connection with River Road FAU 9671
E. End -- Connection with Pacific Hwy. East FAP 26

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to widen the existing facility to provide for two 12-foot travel lanes with 4-foot paved shoulders for pedestrian/ bikeway.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review underworking agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 17, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.

8797

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: October 31, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
River Road to Rose Lane
Boardman Avenue
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-77

81.125.1387

8797

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 27, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
SOS-0300(-)
River Road to McLoughlin Blvd.
Naef Road
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 1: Ed Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-77

8797

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 17, 1977

In reply refer to: HA1-OR

SUBJECT: Oregon Project No. SOS-0300(-)
River Road to McLoughlin Blvd
Naef Road
Clackamas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's 9-26-77 memorandum has been reviewed.

We concur with your finding that the proposed project may constitute a non-major action. Because of the sensitive nature of the area a noise analysis should be made.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

W. L. Cruse
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
OCT 20 '77
REFER TO
Mehrig
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8777

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 17, 1977

In reply refer to: HA1-OR

SUBJECT: Oregon Project No. SOS-0300(-)
River Road to Rose Lane
Boardman Avenue
Clackamas Cojnty
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's memorandum dated 9-29-77 has been reviewed.

We concur with your finding that the proposed project may constitute a non-major action. We also concur with your analysis that a noise study report should be prepared.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
OCT 20 '77
REFER TO
FOR
Info Invest R/D D/R Sign Act File

8197

October 5, 1977

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and AGREEMENTS No. 6230

Gentlemen:

Attached are fully executed copies of three agreements covering Safer Off System Roads Projects as follows:

1) River Road-Pacific Highway East Section, Haef Road

2) River Road-Pacific Highway East Section, Vineyard Road

3) River Road-Rose Lane Section, Boardman Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agrees. of each attached)

8777

October 5, 1977

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and AGREEMENTS No. 6231

Gentlemen:

Attached are fully executed copies of three agreements covering Safer Off System Roads Projects as follows:

1) River Road-Pacific Highway East Section, Naef Road

2) River Road-Pacific Highway East Section, Vineyard Road

3) River Road-Rose Lane Section, Boardman Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agrees. of each attached)

8791

8

October 5, 1977

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and AGREEMENTS No. 6232

Gentlemen:

Attached are fully executed copies of three agreements covering Safer Off System Roads Projects as follows:

1) River Road-Pacific Highway East Section, Naef Road

2) River Road-Pacific Highway East Section, Vineyard Road

3) River Road-Rose Lane Section, Boardman Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agrees. of each attached)

8797

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Environmental Section

DATE: September 16, 1977

FROM: Jef Kaiser
Environmental Unit Manager

SUBJECT: Boardman Avenue
River Road to Rose Lane
SOSR Project
Clackamas County
Planning File No. 77-16

The attached assessment is submitted by Clackamas County. I have made considerable revisions to the assessment and have discussed the project with Bill Kappus and Wally Bryant. We agree that a public involvement effort is a must, and I have stated in the assessment that this will be done. To fulfill this condition, Clackamas County has agreed to hold a public meeting. Bill and I will attend to determine at that time whether the project should be elevated to a major action.

Please review and process.

js

cc: Program Package

Enclosures

81-125-1307

.8797

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 16, 1977

Section River Road to Rose Lane

Unit (if appl)

County Clackamas

City

Highway Boardman Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length .58 mi.

Region 1

Construction Estimate $85,000.00
Program Amount

B. Purpose of Project:

To improve traffic safety and operation, provide for pedestrian use by widening and paving the shoulder area, and improve the maintainability of the roadway.

C. Origin & History of Project:

Boardman Ave. is presently a narrow, unstriped roadway intended for use by local residents. As a result of increasing use by non-local traffic and extensive adjacent land development, a safety problem as well as a maintenance problem has developed. Clackamas County has applied for funding under the "Safer Off-System Road Projects" program. The project is submitted to upgrade the facility to a level that is appropriate for handling the additional traffic and to reduce maintenance costs.

D. General Description of Project:

Two 12-foot travel lanes with a 4-foot paved shoulder which will be provided for pedestrian utilization on both sides of the road.

Alignment: New _____ Existing x Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. partial Parking No restrictions

Proposed: No. Lanes 2 ; Med. no ; Shldrs. * ; Parking Probably

Traffic: Existing Facility: Existing ADT 900UPD ; Projected ADT 1986 ; Yr. 1440 VPD

Existing Level of Service _____

Proposed Facility: Projected ADT _____ ; Yr. _____

Projected Level of Service _____

*for pedestrian utilization

734-3953 (10-75)

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local disposal sites in the immediate vicinity will be used. Amount and place is to be determined.

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

The project crosses a small, low gradient, channelized stream which passes under the roadway via culvert. A small wetland is located adjacent to the roadway. Neither is expected to be significantly impacted by the project.

Local City, County or COG priorities of project:

High priority use of SOSR funds

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. No build

2. A narrowed lane width (less than the proposed 12 feet) to lessen the impacts of roadway encroachment on adjacent residential use.

Other Descriptive Information or Comments:

This project is one of three very similar improvements being proposed for roadways connecting McLoughlin Boulevard with River Road. Vinyard and Naef Road are also proposed for the same type of treatment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Located approximately one quarter mile east of the Willamette River, the project section traverses a rolling hill terrain which slopes from the east and west termini downward to a poorly drained area in the middle. A small channelized stream crosses under the roadway via Culvert east of McLoughlin Boulevard, and a minor wetland area is found west of McLoughlin. A small wooded lot abutting the project section in its eastern portion, and the minor wetland are the only significant natural habitat. Other vegetation and habitat is found in the residential properties containing trees and extensive landscaping, and in the thicket overgrowth along an abandoned rail corridor crossing the project.

2. Cultural:

The land use setting for the project is a residential roadway crossing a heavily used primary arterial that is bordered by strip commercial development on both sides. The land use adjacent to River Road and Rose Lane, which are the west and east project termini respectively, is also residential. The presently unused Portland Traction Line Corridor is under consideration for a future light-rail transit route. Power, gas, telephone and sewer utilities are located along the project, some of which may have to be relocated or modified. Aesthetically, the corridor is a relatively pleasant residential setting notwithstanding periods of undesirably heavy traffic and the overall impact of McLoughlin Blvd. This is particularly true for the residential area in the western portion of the project section.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way will be required, however, where front yards have encroached into the right-of-way, portions of this land area will have to be utilized to accommodate the wider roadway. Some mailboxes, shrubs, and lawn will have to be removed to establish the widened roadway. A retaining wall may be required at one frontage to retain the toe of the slope.

2. Estimated Impact on Traffic Patterns:

a. Traffic flow would improve and potential conflicts between motor vehicles and pedestrians would be reduced.
b. The advanced alternative would support the existing undesirable traffic volumes and speeds through the residential section.
c. An improved facility may attract additional traffic.

Consequences--Air Quality, Noise, Safety, etc.:

a. Improved safety and operation
b & c. Continuation of adverse traffic impacts to a residential area.

3. Estimated Impact on Land Use:

The project does not alter existing access or capacity

Consequences:

4. Expected Impact on Natural Ecological Resources:

The project is not expected to significantly impact any existing habitat or ecological resources.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A reduction in the existing quality of the residential environment may occur if significant additional traffic is attracted by the improved roadway.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:
There may be residents along the facility who do not approve of a project which may result in additional traffic or in supporting existing volumes of non-residential traffic. A citizen involvement effort is necessary for this project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project and traffic involved are not of sufficient magnitude to have significant effect on the CAIP. An Indirect Source Permit is not required.

b. Noise Standards - A slight increase in traffic, hence noise, may result.

c. Water Quality Standards - No change in existing water quality is expected to occur as a result of the project.

d. Area Land Use and Transportation Plans, and Zoning - The project is included as a proposal in the CRAG TSM Element for the Gladstone/Jennings Lodge Subarea. The Clackamas County Comprehensive Plan states that a local street "should function as a major street only within one neighborhood, and should serve traffic only with an origin or destination with the neighborhood." (continued on Page 5A.)

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts of this project are very local and not significant enough to warrant environmental documentation beyond the assessment stage. Citizen input will be monitored for any problems or controversy that may develop, and a higher level of action may subsequently be recommended.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

September 16, 1977

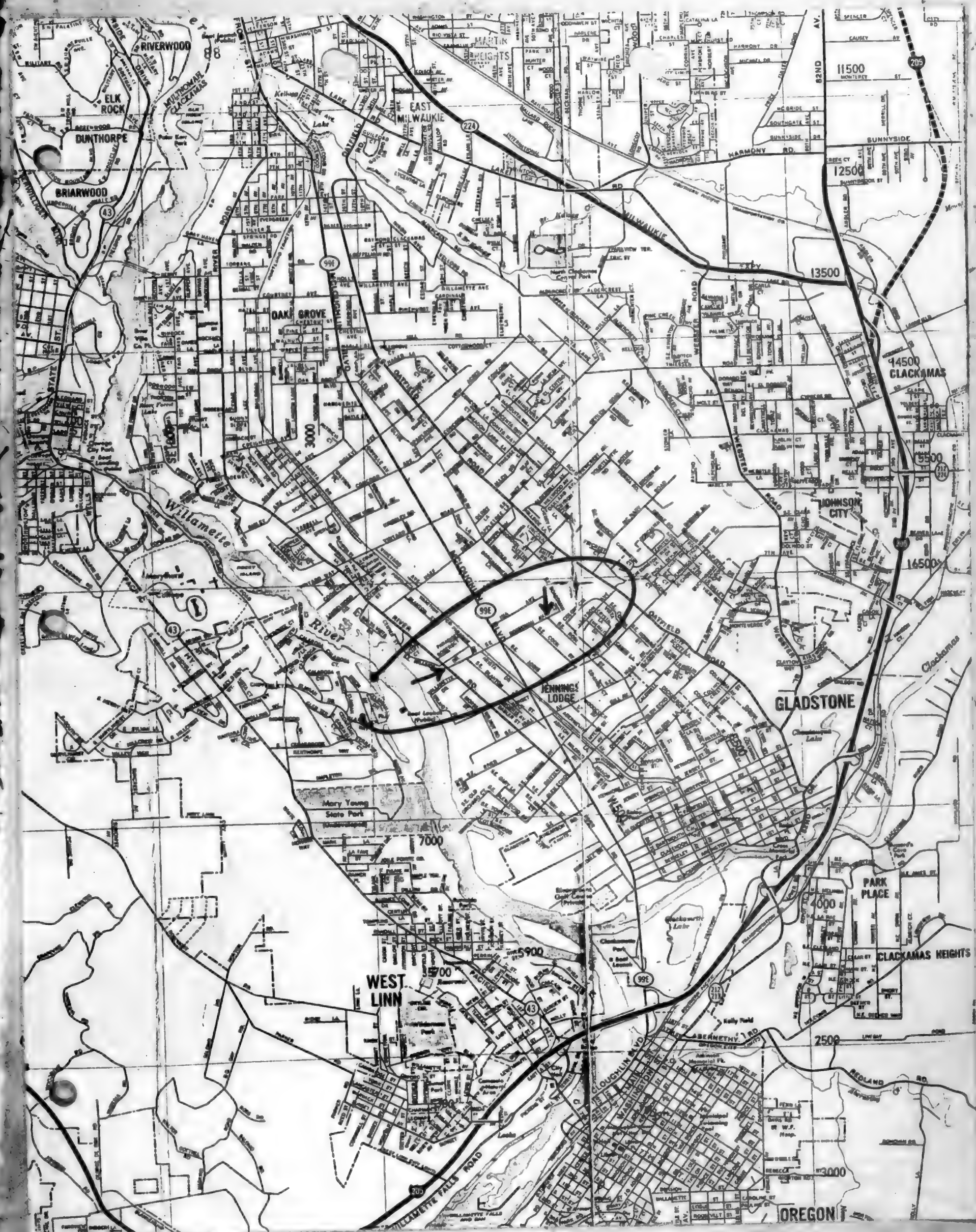
Project Assessment

River Road to Rose Lane
Boardman Avenue
Clackamas County

8. Potential for Consistency of Proposal with:

d. CONTINUED FROM PAGE 5

Other nearby streets are designated as collectors and provide trafficways between 99E (McLoughlin) and River Road. Because these alternative routes exist, and the probability that this project would tend to encourage the existing through movement as well as attract additional traffic, it is questionable whether this project is consistent with the comprehensive plan.


RIVERWOOD
ELK ROCK
DUNTHORPE
BRIARWOOD
MULTNOMAH CLACKAMAS
EAST MILWAUKIE
MARTIN HEIGHTS
OAK GROVE
MILWAUKIE
HARMONY RD.
SUNNYSIDE
82ND AV.
11500
12500
13500
14500
CLACKAMAS
5500
16500
JOHNSON CITY
GLADSTONE
JENNINGS LODGE
Willamette River
Clackamas River
Mary Young State Park
7000
5900
5700
WEST LINN
PARK PLACE
4000
CLACKAMAS HEIGHTS
2500
3000
OREGON
99E
205
224
43
1
212
213

PROPOSED FY78 TIP PROGRAM-REV782

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM - OREGON

IN FEDERAL ($000)

SAFER OFF-SYSTEM ROADS

PROJECT DESCRIPTION ESTIMATED FEDERAL EXPENDITURES BY OBLIGATION YEAR	PREV	1977	1978	1979	1980	1981	POST	TOTAL COST	-DISTRIBUTIO PORT'L	REGI
187 VINEYARD RD SAFETY OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS	0	64	0	0	0	0	0	64	0	
188 NAEF RD SAFETY OVERLAY - RIVER RD TO OSH 99E - CLACKAMAS	0	65	0	0	0	0	0	65	0	
189 BOARDMAN AVENUE SAFETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS	0	64	0	0	0	0	0	64	0	
190 NE 5TH ST SAFETY OVERLAY-KELLY TO CLEVELAND-GRESHAM	0	15	0	0	0	0	0	15	0	
191 NE 2ND ST RECONSTRUCTION-MAIN ST TO NE ELLIOTT-GRESHAM	0	50	0	0	0	0	0	50	0	
192 ROWE RD RECONSTRUCTION-257TH DR TO SE DIVISION-MULTNOMAH	0	64	0	0	0	0	0	64	0	
193 SW 102ND AVENUE-OREGON ELEC RR GRADE CROSSING-TUALATIN	0	43	0	0	0	0	0	43	0	
194 SE 142ND BRIDGE OVER JOHNSON CREEK-PORTLAND	0	0	34	0	0	0	0	34	34	
195 NE 67TH AND HASSALO-CORNER CUTBACK-PORTLAND	0	0	5	0	0	0	0	5	5	
196 SE WOODWARD RECONSTRUCTION-61ST TO 62ND-PORTLAND	0	0	29	0	0	0	0	29	29	
197 SW 9TH PL TO 8TH AVENUE-PORTLAND	0	0	34	0	0	0	0	34	34	
198 N BRYANT IMPROVEMENT-DELAWARE AVE TO GREELEY AVE-PORTLAND	0	0	64	0	0	0	0	64	64	
199 N HUNT RECONSTRUCTION-NEWMAN TO WOOLSEY AVE-PORTLAND	0	0	34	0	0	0	0	34	34	

SAFER OFF-SYSTEM ROADS

SCRIPTION	FEDERAL EXPENDITURES BY OBLIGATION YEAR						TOTAL	-DISTRIBUTION-				ADOPTED #
	1977	1978	1979	1980	1981	POST	COST	PORT'L	REGION			
OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS	64	0	0	0	0	0	64	0	64	0	0	761203
RLAY - RIVER RD TO OSH 99E - CLACKAMAS	65	0	0	0	0	0	65	0	65	0	0	761203
FETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS	64	0	0	0	0	0	64	0	64	0	0	761203
VERLAY-KELLY TO CLEVELAND-GRESHAM	15	0	0	0	0	0	15	0	15	0	0	761203
UCTION-MAIN ST TO NE ELLIOTT-GRESHAM	50	0	0	0	0	0	50	0	50	0	0	761203
TION-257TH DR TO SE DIVISION-MULTNOMAH	64	0	0	0	0	0	64	0	64	0	0	761203
REGON ELEC RR GRADE CROSSING-TUALATIN	43	0	0	0	0	0	43	0	43	0	0	761203
ER JOHNSON CREEK-PORTLAND	0	34	0	0	0	0	34	34	0	0	0	761203
O-CORNER CUTBACK-PORTLAND	0	5	0	0	0	0	5	5	0	0	0	761203
STRUCTION-61ST TO 62ND-PORTLAND	0	29	0	0	0	0	29	29	0	0	0	761203
AVENUE-PORTLAND	0	34	0	0	0	0	34	34	0	0	0	761203
ENT-DELAWARE AVE TO GREELEY AVE-PORTLAND	0	64	0	0	0	0	64	64	0	0	0	761203
TION-NEWMAN TO WOOLSEY AVE-PORTLAND	0	34	0	0	0	0	34	34	0	0	0	761203

8797

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 12, 1977

TO: GARY A. POTTER, Manager
Environmental Section

FROM: JEF KAISER
Environmental Unit Manager

SUBJECT: Haef Road
River Road to McLoughlin Blvd.
SOSR Project
Clackamas County
Planning File No. 77-15

The attached assessment is submitted by Clackamas County. I have made considerable revisions to the assessment and have discussed the project with Bill Kappus and Wally Bryant. We agree that a public involvement effort is a must, and I have stated in the assessment that this will be done. To fulfill this condition, Clackamas County has agreed to hold a public meeting. Bill and I will attend and determine at that time whether the project should be elevated to a major action.

Please review and process.

ja
cc: Program package
Enclosures

81-125-1307

8797

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 12, 1977

Section River Road to McLoughlin Blvd.
Unit (if appl)

County Clackamas
City

Highway Naef Road
State Hwy. No.

Termini: M.P.(if appl)
Length 0.47 miles

Region I
Construction Estimate $75,000
Program Amount

B. Purpose of Project: To improve traffic safety and operation, to provide for pedestrian utilization by widening and paving the shoulder area, and to improve the maintainability of the roadway.

C. Origin & History of Project: Naef Road is presently a narrow unstriped roadway originally intended for use by local residents. Increased use by non-local traffic, partially resulting from industrial growth along the eastern half of the project, has resulted in safety and maintenance problems. Clackamas County has applied for funding under the "Safer Off-System Road Projects" program to upgrade the facility to a level that is appropriate for handling the additional traffic and reducing the maintenance costs.

D. General Description of Project: Two 12 foot travel lanes with a 4-foot paved shoulder which will be provided for pedestrian use on both sides of the road.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Partial Parking No restrictions

Proposed: No. Lanes 2 ; Med. No ; Shldrs. * ; Parking Probably

Traffic: Existing Facility: Existing ADT 850 ; Projected ADT 1986 ; Yr. 1300

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

* Widened for pedestrian use

734-3953 (10-75)

Right of Way: Additional anticipated None (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Local disposal sites in the immediate vicinity will be used. Amount and place to be determined.

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any: The project crosses a small, low gradient channelized stream and wetland area. The stream passes under the road via culvert.

Local City, County or COG priorities of project:

High priority for use of SOSR funds.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1) No build
2) A reduced lane width to lessen the impacts of roadway encroachment on adjacent land use
3) Cul-de-sac Naef Road at the Portland traction line to discourage use by non-local traffic

Other Descriptive Information or Comments: This project is one of three very similar improvements being proposed for traffic traveling between McLoughlin Boulevard and River Road. Vineyard and Boardman Roads are also proposed for the same type of treatment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Located approximately one quarter mile east of the Willamette River, the project section traverses a rolling hill terrain which slopes from the east and west termini downward to a poorly drained area in the middle. A small channelized stream crosses under Naef midway through the project section. Small remnants of a wetland, following the stream, are evident to the south. An open ditch system currently drains Naef Road and drainage problems frequently occur in the low area during periods of heavy runoff. The area is almost entirely developed in residential use on the west half and industrial use on the east. A very small pasture and a cultivated field are located in the residential portion of the project, contributing open space and some habitat. Many trees and shrubs adorn the residential properties. Riparian vegetation as well as pockets of wetland follow the channelized stream course and also contribute habitat in the project vicinity.

2. Cultural: The pattern of land use for the project area is single family residential on the west half and industrial (light manufacturing) on the east. Commercial strip development borders McLoughlin Boulevard. The industrial section is growing with existing vacant land currently being cleared for construction.

   A problem presently exists with undesirably high volumes of traffic using the residential portion of Naef Road. This traffic is partially attributed to employees at the local industries, patrons of a drive-in theater located across McLoughlin from the eastern project terminus, and the practice by a local automobile retailer of using Naef Road to test-run new vehicles. Excessive speeds contribute to the adverse impacts of this traffic.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No right-of-way will be required, however, where front yards have encroached into the right-of-way, portions of this land area will have to be utilized to accommodate the wider roadway. Some mailboxes, shrubs, and landscaping may have to be removed along several property frontages.

2. Estimated Impact on Traffic Patterns:
   A) The advanced alternative will support the existing undesirable traffic volumes and speeds through the residential section
   B) An improved facility may attract additional traffic
   C) Traffic flow will improve and potential conflicts between motor vehicles and pedestrians will will be reduced

   Consequences--Air Quality, Noise, Safety, etc.:

   A & B) Continuation of adverse traffic impacts to a residential area
   C) Improved safety, given that existing traffic use continues

3. Estimated Impact on Land Use: The project does not alter existing access or capacity enough to result in any land use change.

   Consequences:

4. Expected Impact on Natural Ecological Resources: The project is not expected to significantly impact any existing habitat or ecological resources.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: A reduction in the existing quality of the residential environment may occur if significant additional traffic is attracted by the improved roadway. Six large Douglas fir trees, located along the northside of the roadway near the West project terminus, may have to be removed. An effort will be made to save these trees.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues: There may be residents along the facility who do not approve of a project which may result in additional traffic or in supporting existing volumes of non-residential traffic. A citizen involvement effort is necessary for this project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project and traffic involved are not of sufficient magnitude to have significant effect on the CAIP. An Indirect Source Permit is not required.

b. Noise Standards - A slight increase in traffic, hence noise, may result.

c. Water Quality Standards - No change in existing water quality is expected to occur as a result of the project.

d. Area Land Use and Transportation Plans, and Zoning - The project is included as a proposal in the CRAG TSM Element for the Gladstone/Jennings Lodge Subarea.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts of this project are very local and not significant enough to warrant environmental documentation beyond the assessment stage. Citizen input will be monitored for any problems or controversy that may develop, and a higher level of action may subsequently be recommended.

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

MILWAUKIE
KING ROAD
HARRISON
RIVERWOOD
RIVERSIDE DRIVE
ELK ROCK
DUNTHORPE
BRIARWOOD
MULTNOMAH
CLACKAMAS
MARTIN HEIGHTS
EAST MILWAUKIE
LAKE ROAD
HARMONY RD.
OATFIELD RD.
OAK GROVE
MCLOUGHLIN BLVD.
99E
224
43
10500
11500
12500
13500
94500
3000
7000
5900
5700
Reservoir
WEST LINN
JENNINGS LODGE
GLADSTONE
JOHNSON CITY
PARK PLACE
4000
2500
16500
Willamette River
Mary Young State Park (Undeveloped)
Marylhurst College
Lakewood Bay
Rivergrove Golf Course (Private)
Wilderness Park
Kelly Field
ABERNETHY RD.
WASHINGTON ST.
MAIN ST.
PEDLAND RD.

PROPOSED FY78 TIP PROGRAM-REV782

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM - OREGON

IN FEDERAL ($000)

SAFER OFF-SYSTEM ROADS

PROJECT DESCRIPTION ESTIMATED FEDERAL EXPENDITURES BY OBLIGATION YEAR	PREV	1977	1978	1979	1980	1981	POST	TOTAL COST	-DISTRIBUTION- PORT'L	REGION
187 VINEYARD RD SAFETY OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS	0	64	0	0	0	0	0	64	0	64
188 NAEF RD SAFETY OVERLAY - RIVER RD TO OSH 99E - CLACKAMAS	0	65	0	0	0	0	0	65	0	65
189 BOARDMAN AVENUE SAFETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS	0	64	0	0	0	0	0	64	0	64
190 NE 5TH ST SAFETY OVERLAY-KELLY TO CLEVELAND-GRESHAM	0	15	0	0	0	0	0	15	0	15
191 NE 2ND ST RECONSTRUCTION-MAIN ST TO NE ELLIOTT-GRESHAM	0	50	0	0	0	0	0	50	0	50
192 ROWE RD RECONSTRUCTION-257TH DR TO SE DIVISION-MULTNOMAH	0	64	0	0	0	0	0	64	0	64
193 SW 102ND AVENUE-OREGON ELEC RR GRADE CROSSING-TUALATIN	0	43	0	0	0	0	0	43	0	43
194 SE 142ND BRIDGE OVER JOHNSON CREEK-PORTLAND	0	0	34	0	0	0	0	34	34	0
195 NE 67TH AND HASSALO-CORNER CUTBACK-PORTLAND	0	0	5	0	0	0	0	5	5	0
196 SE WOODWARD RECONSTRUCTION-61ST TO 62ND-PORTLAND	0	0	29	0	0	0	0	29	29	0
197 SW 9TH PL TO 8TH AVENUE-PORTLAND	0	0	34	0	0	0	0	34	34	0
198 N BRYANT IMPROVEMENT-DELAWARE AVE TO GREELEY AVE-PORTLAND	0	0	64	0	0	0	0	64	64	0
199 N HUNT RECONSTRUCTION-NEWHAN TO WOOLSEY AVE-PORTLAND	0	0	34	0	0	0	0	34	34	0

IN FEDERAL ($000)

SAFER OFF-SYSTEM ROADS

CRIPTION EDERAL EXPENDITURES BY OBLIGATION YEAR 77	1978	1979	1980	1981	POST	TOTAL COST	-DISTRIBUTION- PORT'L	REGION			ADOPTED *
OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS											
64	0	0	0	0	0	64	0	64	0	0	761203
LAY - RIVER RD TO OSH 99E - CLACKAMAS											
65	0	0	0	0	0	65	0	65	0	0	761203
ETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS											
64	0	0	0	0	0	64	0	64	0	0	761203
ERLAY-KELLY TO CLEVELAND-GRESHAM											
15	0	0	0	0	0	15	0	15	0	0	761203
CTION-MAIN ST TO NE ELLIOTT-GRESHAM											
50	0	0	0	0	0	50	0	50	0	0	761203
ION-257TH DR TO SE DIVISION-MULTNOMAH											
64	0	0	0	0	0	64	0	64	0	0	761203
GON ELEC RR GRADE CROSSING-TUALATIN											
43	0	0	0	0	0	43	0	43	0	0	761203
R JOHNSON CREEK-PORTLAND											
0	34	0	0	0	0	34	34	0	0	0	761203
CORNER CUTBACK-PORTLAND											
0	5	0	0	0	0	5	5	0	0	0	761203
RUCTION-61ST TO 62ND-PORTLAND											
0	29	0	0	0	0	29	29	0	0	0	761203
ENUE-PORTLAND											
0	34	0	0	0	0	34	34	0	0	0	761203
T-DELAWARE AVE TO GREELEY AVE-PORTLAND											
0	64	0	0	0	0	64	64	0	0	0	761203
ON-NEWMAN TO WOOLSEY AVE-PORTLAND											
0	34	0	0	0	0	34	34	0	0	0	761203

8797

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 8, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
River Road-OSH 99E
Vinyard Road
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-7-77

81-125-1387

8777

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 31, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-0300(-)
PROJECT ASSESSMENT
River Rd.-OSH 99E Sec.
Vinyard Rd.
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Based on additional review and discussions with State and County personnel during a field review on 8-29-77, the previously submitted project assessment for the subject project is considered acceptable. We concur with the category 3, non-major action finding.

If, however, considerable local opposition to the improvement results or feasible alternatives surface during the planned citizen involvement meetings, the option of converting to a more comprehensive environmental documentation than the present assessment will remain open. The citizen involvement meetings should be fully documented and a summary report submitted to this office.

for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 1, Env.)

RECEIVED
STATE HWY ENGR
SEP 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form E-30 (Rev. 9-71) 8797

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. River Road - S.E. Rose Lane

Highway Boardman Avenue (off system)

County Clackamas

Date August 29, 19 77

Authorization No. 1

Survey Prefix 203-1998 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of River Road and Boardman Avenue; the easterly end is at Rose Lane. The overall length is 0.58 mile.

Proposed:

Upgrade existing roadway, drainage, and shoulders.

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

OS-0300 (2)

Off System Program
Category III

Estimate of Cost		
Field Survey	(901)	9,000
Citizen Participation	(902)	-
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	400
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	100
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	500
Environmental	(923)	-
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

Total estimated cost of survey . . . . . $ 11,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, Metro Location Engineer.

Recommended for Approval:

R. N. Bothman, Metropolitan Administrator

Recommended for Approval:

Frank E. Rupp
Location Engineer

Approved:

Tech. Serv. Engr.

SP*22604-734

X 12-15-77

8777

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.E. River Road - S.E. Rose Lane Date August 29, 1977

Highway Boardman Road County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2-9' paved shoulders? None
pavement width 19' - 20'

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

West end: River Road has 20' AC part section-improvement to 36' is underway
East end: Rose Lane has 20' AC surface

Railroad crossings None

Name of railroad abandoned Portland Traction RR no. of tracks None
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

8797

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.E. River Road - Pacific Highway West Date August 29, 1977

Highway Naef Road (off system) County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? None
pavement width 18'-20'

Structures: MP description None

Signals: location Same

Descriptions of adjacent sections

West end: River Road
East end: Highway 99E 4 lane state highway

Railroad crossings

Name of railroad abandoned Portland Traction RR no. of tracks None
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

8777

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section River Road - Pacific Highway West Date August 29, 1977

Highway Vineyard Road (off system) County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? None
pavement width 18' - 20'

Structures: MP description None

Signals: location None

Descriptions of adjacent sections

West end: River Road has 20' AC part section-improvement to 36' is underway
East end: Highway 99E (4 lanes)

Railroad crossings None

Name of railroad abandoned Portland Traction RR no. of tracks None
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

8197

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
METRO

NOTED
H. S. COULTER

TO: MAX J. KLOTZ
Technical Services Engineer

DATE: August 24, 1977

FROM: ROBERT N. BOTHMAN
METRO Manager

SUBJECT: ~~River~~ VINYARD Road project

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

I have discussed the subject project with Gary Potter.

I would like you to prepare a"rebuttal"to Glen Green on the subject letter.

We need to identify the three projects and then the assessment of those three projects individually and collectively, at least from our overview.

The point is that FHWA is pressuring ODOT to actively expedite the federal aid program in Oregon. At the same time, it appears, from this type of correspondence, they are actually causing a roadblock by not accepting the transportation plan--which, in fact, they have accepted as a base for spitting out projects for development.

Assuming these are minor type projects with no major individual impacts, it is hard for me to believe, assuming the approval of the transportation plan including these projects, that they have a collective impact.

I intend to prepare a letter to Potter which would serve as a"rebuttal" and provide a springboard to reverse the decision of the feds, as well as to set a new direction for them.

If Potter can't negotiate this type of approach, I then propose an administrative letter from me to Glen Green advising him that his findings are unacceptable to the Oregon Department of Transportation.

I don't want to collectively group projects into some kind of sub-area, or whatever is implied in this letter, for systems evaluation under the auspices of project evaluation.

ebg

cc: [redacted]
G. A. Potter
D. R. Adams

Note: I would like the draft prepared and ready for my return the first week in September.

81-125-1387

Form FHWA 121 (Rev. 5-73)

77-14

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 15, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-0300(-)
PROJECT ASSESSMENT
River Rd.-OSH 99E Sec.
Vinyard Rd.
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 26 memorandum has been reviewed.

We are unable to concur with your finding that the proposed project constitutes a Non-Major action since it covers only one of three very similar improvements proposed for the immediate area. Because of the close proximity of the three projects and the overall impact they would have on the existing environment, it appears appropriate that one environmental document, perhaps a negative declaration, covering all three proposed projects should be prepared. Such a document should include a study of all feasible alternatives.

Original Signed By
WILLIAM H. KAPPUS
Environmental Coordinator

G. L. Green

cc:
ODOT (Laux, Potter)
~~OSHD (Reg. 1)~~
Metro

RECEIVED
REGION 1
RBI

cc: Raiser 8-23-77.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

8797

OF CLACKAMAS COUNTY, STATE OF OREGON

8-23-77

In the Matter of Approving Agreements between the State of Oregon, Department of Transportation and Clackamas County covering Safer Off-System Road Improvements on Boardman Avenue, River Road to Rose Lane; Naef Road, River Road to McLoughlin Boulevard and Vineyard Road, River Road to McLoughlin Boulevard.	ORDER NO. 77-1417

In the Matter coming on at this time and it appearing to the Board of County Commissioners, governing body of Clackamas County, that Agreements between the State of Oregon, Department of Transportation and Clackamas County Covering Safer Off-System Road Improvements which include preliminary engineering and reconstruction of the following three roads:

1. Boardman Avenue, River Road to Rose Lane
2. Naef Road, River Road to McLoughlin Boulevard
3. Vineyard Road, River Road to McLoughlin Boulevard

and;

It further appearing to the Board that said Agreements are in the best interests of Clackamas County, now therefore

IT IS HEREBY ORDERED that the Agreements on the above mentioned projects between the State of Oregon, Department of Transportation and Clackamas County (copies of which are on file in the office of the Public Works Department) be and the same are hereby approved.

DATED THIS 23rd DAY of August, 1977.

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

WK

PW

Form E-39 (Rev. 9-71) 8797

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Southeast River Road - Pacific Highway East

Highway Naef Road (off system)

County Clackamas

Date August 22, 1977

Authorization No. 1

Survey Prefix 203 - 1999 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of River Road and Naef Road; easterly end is at 99E. The overall length is 0.50 miles.

Proposed:

Upgrade existing roadway, drainage, and shoulders

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

05-0300(3)

Off System Program
Category III

		Estimate of Cost
Field Survey	(901)	9,000
Citizen Participation	(902)	-
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	400
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	100
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	500
Environmental	(923)	-
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 11,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Request made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Metropolitan Administrator

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

X 12-15-77

Form L-39 (Rev. 9-71) 8797

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section River Road - Pacific Highway East

Highway Vineyard Road (off system)

County Clackamas County

Date August 22, 19 77

Authorization No. 1

Survey Prefix 203-1902 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of Southeast River Road and Vinyard Road; the easterly end of survey is at intersection of Highway 99E and Vinyard. The overall length is 0.57 miles.

Proposed:

Construct two 12-feet travel lanes with 5-6 feet paved shoulders.

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

OS-0300 (4)

Off System Program
Category III

		Estimate of Cost
Field Survey	(901)	9,000
Citizen Participation	(902)	-
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	400
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	100
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	500
Environmental	(923)	-
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$11,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

for R. N. Bothman, Metropolitan Administrator

Recommended for Approval:

Frank E. Rupsis
Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

X 12-15-77

8797.

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 11, 1977

TO: GERRY WIMER
Local Government Programs Engineer

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Safer Off-System Roads Projects
Vineyard Road 77-14
Naef Road 77-15
Boardman Avenue 77-16
Clackamas County

Clackamas County has asked that the State perform all engineering on the three SOSR projects listed above. The attached letter confirms the County's verbal request to handle the engineering in this way. Since this approach conflicts with the County's original project request, this letter should be added to the file for these three projects to keep the record straight.

JR/ldo

Attachment

cc: Region 1 w/attachment

D.E. SWAN

PROJECT MANAGEMENT

JUL 14 '77

REFER TO:

Wimer

FOR

Info | Investigate | R/D | Action | File | Letter | See me

HAL

81-126-1367

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

July 6, 1977

Mr. R. N. Bothman
Metropolitan Engineeer
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon, 97213

Attention: Jon Rose

Clackamas County requests the Oregon State Highway Division to proceed with preliminary engineering through contracting of the three safer off-system roads projects of Naef Road, Vineyard Road and Boardman Ave.

If additional information is needed, please do not hesitate to call.

WINSTON W. KURTH - County Engineer

BY Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/lsb

ME PE PR1 PR2 DE
O.S.H.D. - METRO
JUL 7 1977
OE FILE T/A

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

8797

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Ilyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

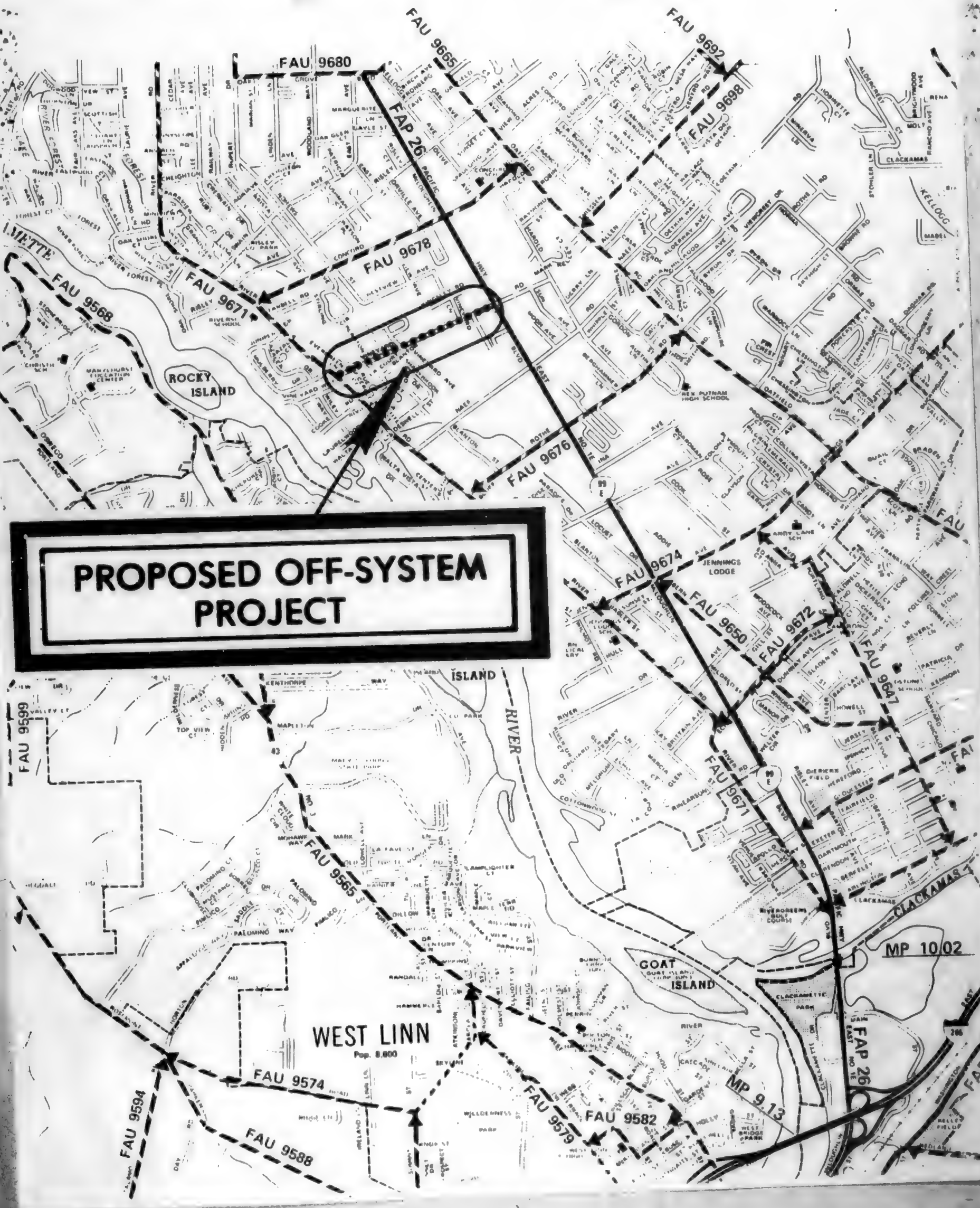
CLACKAMAS COUNTY
Proposed SOS-R Project

River Road-Pacific Highway East Section
Vineyard Road
Grade, Draine, Pave, Sign and Stripe
0.57 miles
$82,000

This project consists of upgrading the existing roadway surface, installing adequate drainage and widening to provide for a bicycle-pedestrian way which will be separated from the travel lanes by raised delineators.

County will perform the preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT



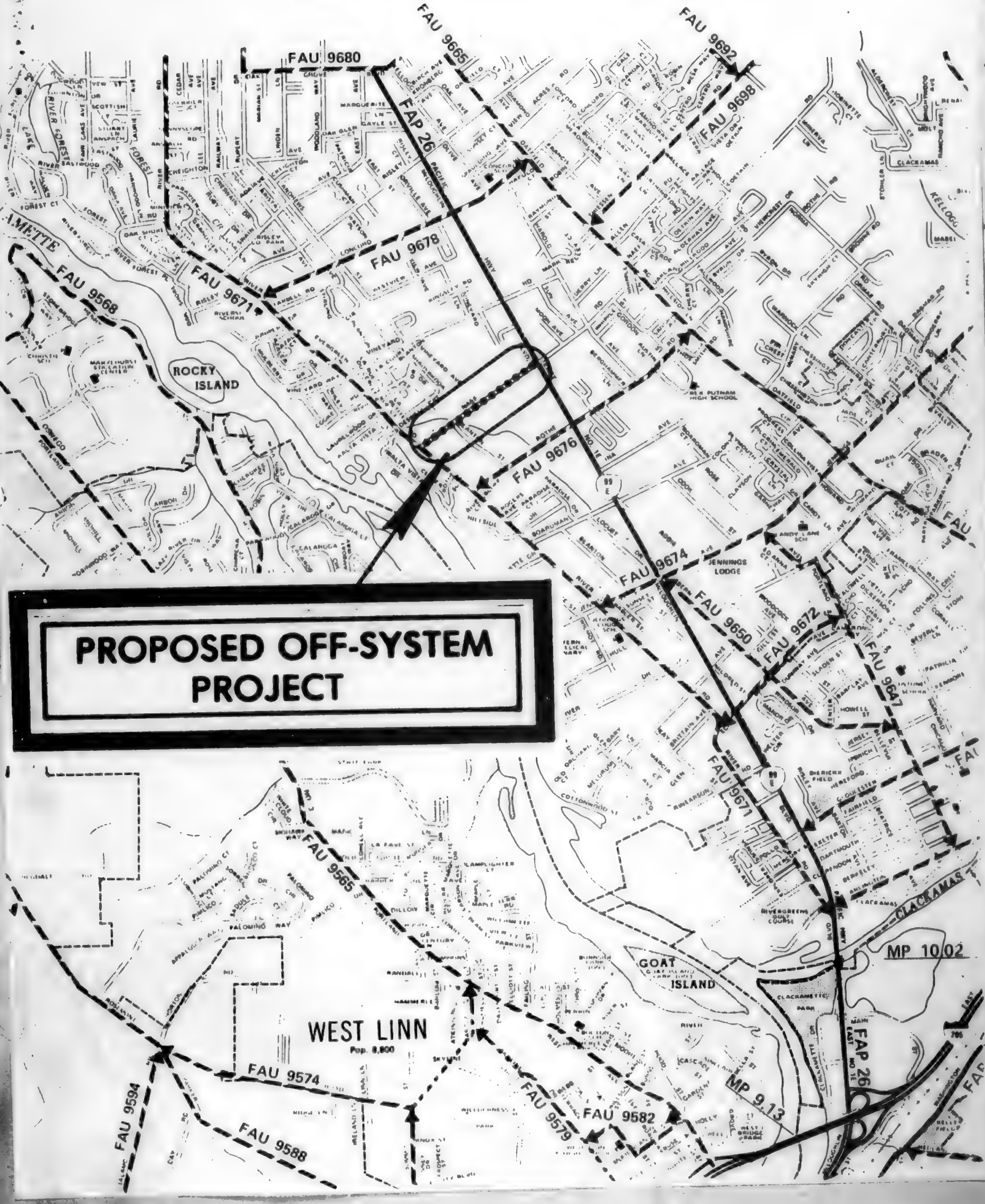
CLACKAMAS COUNTY
Proposed SOS-R PROJECT

River Road-Pacific Highway East Section
Naef Road
Grade, Drain, Pave, Sign and Stripe
0.47 miles
$74,000

This project consists of upgrading the existing road surface, installing adequate drainage and providing a separated bicycle-pedestrian way on Naef Road.

County will perform preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT

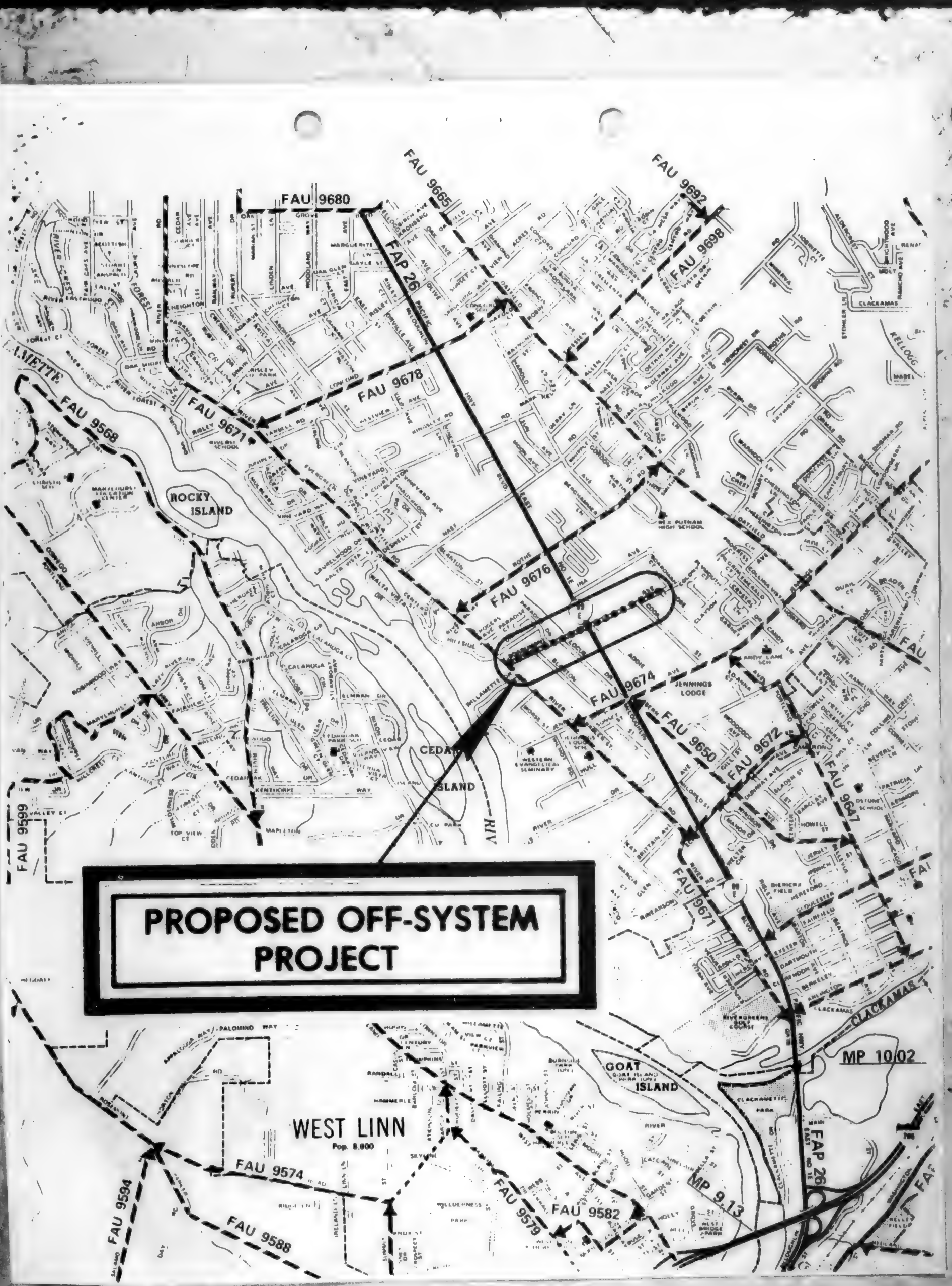


CLACKAMAS COUNTY
Proposed SOS-R Project

River Road-Rose Lane Section
Boardman Avenue
Grade, Drain, Pave, Sign and Stripe
0.58 miles
$85,000

This project will eliminate potentially hazardous drainage facilities along the existing roadway, upgrade the existing road surface and provide a separated bicycle-pedestrian way.

County will perform the preliminary and construction engineering.


FAU 9680
FAU 9665
FAU 9692
FAP 26
FAU 9698
FAU 9678
FAU 9671
FAU 9568
FAU 9676
FAU 9674
FAU 9650
FAU 9672
FAU 9647
FAU 9599
FAU 9574
FAU 9594
FAU 9588
FAU 9579
FAU 9582
MP 9.13
MP 10.02
ROCKY ISLAND
CEDAR ISLAND
GOAT ISLAND
WEST LINN
Pop. 8,600
JENNINGS LODGE
PROPOSED OFF-SYSTEM PROJECT

8777

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 7, 1977

Section River Road-OSH 99E — Unit (if appl)

County Clackamas — City

Highway Vinyard Road — State Hwy. No.

Termini: M.P.(if appl) — Length 0.57 miles

Region I — Construction Estimate $82,000 Program Amount

B. Purpose of Project: To improve traffic safety and flow conditions, provide a safe pathway for pedestrians and bicyclists, and improve the maintainability of the roadway.

C. Origin & History of Project: Vinyard Road is presently a narrow laned, unstriped road intended for local residential use only. As a result of increasing use by non-local traffic, a safety problem as well as a maintenance problem has developed. Clackamas County has applied for funding under the "Safer Off-System Road Projects" program. To up grade the facility to a level that is appropriate for handling the additional traffic as well as reducing maintenance costs.

D. General Description of Project: Two 12-foot travel lanes with a 5 to 6-foot paved shoulder, to be used as a pedestrian/bicycle way, on both sides of the road. The pedestrian/bikeway may be separated by raised delineators.

Alignment: New ____ Existing X ____ Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs Partial; Parking No restrictions

Proposed: No. Lanes 2 ; Med. No ; Shldrs. * ; Parking Probably

Traffic: Existing Facility: Existing 700 VPD ; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

* Pedestrian/bikeway

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Local disposal sites in the immediate vicinity will be used. Amount and place is to be determined.

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any: The project crosses a small, low gradient, intermittent stream/marsh area. Development in the drainage basin has obstructed drainage to the point that water impoundment occurs. Some proposed tiling of existing open ditches may slightly accelerate runoff into this problem area.

Local City, County or COG priorities of project:

High priority for use of SOSR funds

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. No build

Other Descriptive Information or Comments: This project is one of three very similar improvements being proposed for traffic traveling between McLoughlin Boulevard and River Road. Naef Road and Boardman Road are also slated for improvement (refer to map).

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Located approximately one quarter mile east of the Willamette River, the project section traverses a rolling hill terrain which slopes from the east and west termini downward to a poorly drained area in the middle. A small intermittent stream with a very low gradient crosses under Vinyard Road midway through the project section. Small remnants of a marshy wetland, following the stream course, are evident south of the roadway. Significant drainage problems occur in the low area during periods of heavy runoff. An open ditch system currently drains Vinyard Road. The area is almost entirely developed in predominantly residential use with area vegetation consisting of many trees and shrubs adorning the residential properties.

2. Cultural: The land use for the project area is single-family residential, with the exception of commercial development on McLoughlin Boulevard and a minor industrial operation located south of Vinyard Road midway through the project section. Two trailer parks are accessed from Vinyard and are set back slightly to the north of the project section. Construction of a third mobile home park is presently underway adjacent to the lowland area, and on the only significant undeveloped space remaining along the project. The now unused Portland Traction Line corridor crosses Vinyard and may be used in the future for light-rail transit to Oregon City. Power, gas, telephone, and sewer utilities are located along the project, some of which, may have to be relocated or modified. Aesthetically, the corridor is a pleasant residential setting norwithstanding periods of relatively heavy traffic.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No right-of-way will be required, however, the use of existing right-of-way by adjacent residences will be terminated. Some mail boxes may have to be moved back and a small amount of lawn area and landscaping may have to be removed from several property frontages.

2. Estimated Impact on Traffic Patterns:
(a) Traffic flow will improve and potential conflicts between motor vehicles and pedestrians or bicycles will be reduced.
(b) The existing roadway is designed for low speed local use only. Although non-local traffic, traveling at higher speeds, are increasingly using this route, an improved facility may attract some additional traffic and encourage increased speeds.

Consequences--Air Quality, Noise, Safety, etc.:
(a) Improved safety
(b) The existing quality of residential use may be adversely impacted.

3. Estimated Impact on Land Use: The project does not alter existing access or capacity enough to result in any land use change.

Consequences:

4. Expected Impact on Natural Ecological Resources: The very small wetland area mentioned in the setting, has already been severely and irreversibly impacted through adjacent development. It is doubtful that it would remain a wetland whether this project is constructed or not.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: A slight reduction in the quality of the residential environment may occur if significant additional traffic is attracted by the improved roadway. Six large Douglas fir trees, located along the northside of the roadway near the west project terminus, may have to be removed. An effort will be made to save these trees.

The need for a cultural resource study is not indicated for this project.

6. Preliminary Identification of Areas of Critical Concern:

   No specific areas identified

7. Potential for Controversial Issues: There may be residents along the facility who do not approve of a project which may result in additional traffic.

   A citizen involvement effort is recommended for this project.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans - The project and traffic involved are not of sufficient magnitude to have any significant effect on the CIAP. An Indirect Source Permit is not required.

   b. Noise Standards - A slight increase in traffic, hence noise, may result.

      A brief noise study report is required.

   c. Water Quality Standards - No change in existing water quality is expected to occur as a result of the project.

   d. Area Land Use and Transportation Plans, and Zoning - The project is included as a proposal in the CRAG TSM Element for the Gladstone/Jennings Lodge Subarea.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts of this project are very local and not significant enough to warrant environmental documentation beyond the assessment stage. Citizen input will be monitored for any problems or controversy that may develop.

D. Recommended Project Category: _____ 1 _____ 2 _X_ 3 _____ 4

RIVERWOOD
ELK ROCK
DUNTHORPE
BRIARWOOD
MULTNOMAH
CLACKAMAS
EAST MILWAUKIE
MILWAUKIE
OAK GROVE
McLOUGHLIN BLVD
OATFIELD
STATE ST
Willamette River
Marylhurst
College
Mary Young State Park
WEST LINN
JENNINGS LODGE
GLADSTONE
ABERNETHY
WASHINGTON
SE 1000
3000
5900
5700
7000
1250
1500
1750
2500

PROPOSED FY78 TIP PROGRAM-REV782

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM - OREGON

IN FEDERAL ($000)

SAFER OFF-SYSTEM ROADS

PROJECT DESCRIPTION ESTIMATED FEDERAL EXPENDITURES BY OBLIGATION YEAR	PREV	1977	1978	1979	1980	1981	POST	TOTAL COST	-DISTRIBUTION- PORT'L	REGION
187 VINEYARD RD SAFETY OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS	0	64	0	0	0	0	0	64	0	64
188 NAEF RD SAFETY OVERLAY - RIVER RD TO OSH 99E - CLACKAMAS	0	65	0	0	0	0	0	65	0	65
189 BOARDMAN AVENUE SAFETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS	0	64	0	0	0	0	0	64	0	64
190 NE 5TH ST SAFETY OVERLAY-KELLY TO CLEVELAND-GRESHAM	0	15	0	0	0	0	0	15	0	15
191 NE 2ND ST RECONSTRUCTION-MAIN ST TO NE ELLIOTT-GRESHAM	0	50	0	0	0	0	0	50	0	50
192 ROWE RD RECONSTRUCTION-257TH DR TO SE DIVISION-MULTNOMAH	0	64	0	0	0	0	0	64	0	64
193 SW 102ND AVENUE-OREGON ELEC RR GRADE CROSSING-TUALATIN	0	43	0	0	0	0	0	43	0	43
194 SE 142ND BRIDGE OVER JOHNSON CREEK-PORTLAND	0	0	34	0	0	0	0	34	34	0
195 NE 67TH AND HASSALO-CORNER CUTBACK-PORTLAND	0	0	5	0	0	0	0	5	5	0
196 SE WOODWARD RECONSTRUCTION-61ST TO 62ND-PORTLAND	0	0	29	0	0	0	0	29	29	0
197 SW 9TH PL TO 8TH AVENUE-PORTLAND	0	0	34	0	0	0	0	34	34	0
198 N BRYANT IMPROVEMENT-DELAWARE AVE TO GREELEY AVE-PORTLAND	0	0	64	0	0	0	0	64	64	0
199 N HUNT RECONSTRUCTION-NEWMAN TO WOOLSEY AVE-PORTLAND	0	0	34	0	0	0	0	34	34	0

SAFER OFF-SYSTEM ROADS

SCRIPTION / FEDERAL EXPENDITURES BY OBLIGATION YEAR 1977	1978	1979	1980	1981	POST	TOTAL COST	-DISTRIBUTION- PORT'L	REGION		ADOPTED *
OVERLAY - RIVER RD TO OSH 99E -CLACKAMAS 64	0	0	0	0	0	64	0	64	0	0 761203
RLAY - RIVER RD TO OSH 99E - CLACKAMAS 65	0	0	0	0	0	65	0	65	0	0 761203
FETY OVERLAY-RIVER RD TO ROSE LANE-CLACKAMAS 64	0	0	0	0	0	64	0	64	0	0 761203
VERLAY-KELLY TO CLEVELAND-GRESHAM 15	0	0	0	0	0	15	0	15	0	0 761203
UCTION-MAIN ST TO NE ELLIOTT-GRESHAM 50	0	0	0	0	0	50	0	50	0	0 761203
TION-257TH DR TO SE DIVISION-MULTNOMAH 64	0	0	0	0	0	64	0	64	0	0 761203
EGON ELEC RR GRADE CROSSING-TUALATIN 43	0	0	0	0	0	43	0	43	0	0 761203
ER JOHNSON CREEK-PORTLAND 0	34	0	0	0	0	34	34	0	0	0 761203
O-CORNER CUTBACK-PORTLAND 0	5	0	0	0	0	5	5	0	0	0 761203
TRUCTION-61ST TO 62ND-PORTLAND 0	29	0	0	0	0	29	29	0	0	0 761203
AVENUE-PORTLAND 0	34	0	0	0	0	34	34	0	0	0 761203
ENT-DELAWARE AVE TO GREELEY AVE-PORTLAND 0	64	0	0	0	0	64	64	0	0	0 761203
TION-NEWHAN TO WOOLSEY AVE-PORTLAND 0	34	0	0	0	0	34	34	0	0	0 761203

8777

SOSR'n

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 24, 1977

FILE: 77-14
77-15
77-16

FROM: JON ROSE
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: SOSR Projects
Vineyard Road Overlay
Naef Road Overlay
Boardman Avenue Overlay
Clackamas County

By Resolution BD 761203, CRAG established a list of eligible safer off system road projects in the Portland urbanized area. Clackamas County was successful in gaining CRAG's approval for three of these class 1 projects and has submitted project requests and preliminary project environmental assessments for those three. Attached are two copies each of the project requests for safety overlay projects on Vineyard Road, Naef Road, and Boardman Avenue. The environmental assessments are being held here in Metro to be reviewed by the region environmentalist after processing has progressed to the stage where the projects can be considered active. Following review, the assessments will be forwarded directly to the Environmental Unit in Salem.

Please process these requests so that they may be considered for funding when money becomes available.

ldo

Attachments

cc: Craig Markham
Walt Hart
Bob Ewen
Gary Potter

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
JAN 26 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

December 16, 1976

Mr. R. N. Bothman
Metropolitan Engineer
Oregon State Highway Department
5821 N.E. Glisan St.
Portland, Oregon 97213

RECEIVED
O.S.H.D. - REGION
DEC 21 1976
OE FILE T/A

ATTN: Mr. Jon Rose

Enclosed please find a copy of C.R.A.G. resolution BD 761203 with attached memorandum from Mr. Larry Rice, which establishes regional priorities for eligible Safer Off-System Roads projects.

Also included with this information are two copies each of the three approved Clackamas County Safer Off-System Roads projects which are submitted for your information.

Please review and, if satifactory, forward to the appropriate authorities for further processing.

WINSTON W. KURTH - County Engineer

By Bernard L Straight

BERNARD L. STRAIGHT - Traffic Engineer

DB/ro

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

CRAG RESOLUTION

BD 761203

FOR THE PURPOSE OF IMPLEMENTING BD 760902 BY ESTABLISHING PRIORITIES FOR THE SAFER OFF SYSTEMS ROADS PROJECT MONIES.

WHEREAS, through BD 760902, the Board of Directors solicited projects for its consideration for Safer Off Systems Roads Programs, and

WHEREAS, the CRAG Transportation Improvement Sub-committee and Transportation Technical Advisory Committee and staff has reviewed such projects and herein makes recommendations to the Board; now therefore be it

RESOLVED, that the Board of Directors approves as priorities eligible projects and costs as shown on Exhibit "A" attached hereto and incorporated herein and made an integral part of this resolution; and be it further

RESOLVED, the Board of Directors reserves approximately $89,170 from the regional allocation in a contingency fund to offset increases in match and/or up to 10% overrun in project costs; and be it further

RESOLVED, the Board of Directors directs its committees and staff to review the program at the beginning of the second fiscal year and add to the monies allocated to the region any funds originally assigned to this years program which were not implemented; and be it further

RESOLVED, the Board of Directors directs its Executive Director to forward copies of this resolution to appropriate local, federal and state agencies.

ADOPTED By the Board of Directors this 2nd day of December, 1976.

By _____

FY 1977 PROJECTS

Vineyard Road Safety Overlay - River Rd to OSH 99E

Agency: Clacamas County

Description: Upgrade 0.57 miles of existing roadway surfaces from two travel lanes @ 9-10' to two travel lanes @12'; improve drainage; provide bicycle-pedestrian way, 2@6'.

Comment: Improves safety and traffic flow by separating bicycle/pedestrian traffic from vehicular traffic flow by way of raised delineators.

Cost: Federal - $64,500/Local - $17,225

Naef Road Safety Overlay - River Rd to OSH 99E

Agency: Clackamas County

Description: Upgrade 0.47 miles of existing roadway surfaces from two travel lanes @ 9-10' to two travel lanes @ 12'; improve drainage; provide bicycle-pedestrian way, 2 @ 6'.

Comment: Improves safety and traffic flow by separating bicycle-pedestrian traffic from vehicular traffic flow by way of raised delineators.

Cost: Federal - $64,500/Local - $9,650

Boardman Avenue Safety Overlay - River Rd to Rose Lane

Agency: Clackamas County

Description: Upgrade 0.58 miles of existing roadway surfaces from two travel lanes @ 9-10' to two travel lanes @ 23'; improve drainage; provide bicycle-pedestrian way, 2 @ 6'.

Comment: Improves safety and traffic by separating bicycle/pedestrian traffic from vehicular traffic flow by way of raised delineators.

Cost: Federal $64,500/Local $20,250

NE 5th Street Safety Overlay - Kelly to Cleveland

Agency: City of Gresham

Description: Upgrade 1200' of existing roadway to accommodate public transportation vehicles. Curb complete length.

Comment: Strengthens exsiting structurally deficient surface. Recommended for such funding by ITC

Cost: Federal - $14,900/Local-$2,440

NE 2nd Street Reconstruction - Main Street to NE Elliott

Agency: City of Gresham

Description: Remove 1570' existing surface, stablize and strengthen base, and resurface to correct line and grade.

Comment: Strengthens existing roadway to accommodate public transportation vehicles. Recommended for such funding by ITC.

Cost: Federal - $49,500/Local - $8,100

Rowe Road Reconstruction - 257th Drive to SE Division

Agency: Multnomah County

Description: Reconstruct 1200' subgrade, widen, and repave Rowe Rd from two travel lanes @10' to two travel lanes of 11' plus two foot shoulder.

Comment: Upgrades existing roadway consistent with increasing traffic flow

Cost: Federal - $64,500/Local - $10,500

SW 102nd Avenue - Oregon Electric RR Grade Crossing

Agency: City of Tualatin

Description: Construct a protected rail crossing at SW 102nd- signalized with automatic warning devices- gates, lights and bells.

Comment: State grade crossing funds and Title II funds are no longer eligible for new RR crossings. This project eliminates hazards and improves a railroad grade crossing.

Cost: Federal - $43,000/Local - $7,000 (PUC 7½%)

FY 1978 PROJECTS

SE 142nd Bridge Over Johnson Creek

Agency: City of Portland

Description: Replacement of a structurally deficient bridge (wood deck) with a concrete deck

Comment: Strengthens a structurally deficient bridge

Cost: Federal - $34,400/Local - $5,400

Corner Cutback - NE 67th and Hassalo

Agency: City of Portland

Description: This corner cutback eliminates a high hazard accident corner

Comment: Eliminates hazardous roadside obstacle

Cost: Federal - $4,560/Local - $740

SE Woodward - 61st to 62nd

Agency: City of Portland

Description: Upgrade existing unimproved roadway by widening to 24', installing 5' curbed sidewalk, one side and resurfacing

Comment: Eliminates high-hazardous location of students walking or riding bikes to Atkinson Grade School and Franklin High School.

Cost: Federal - $29,240/Local - $4,760

SW 9th Drive (9th Place/8th)

Agency: City of Portland

Description: Upgrade existing unimproved roadway by widening to 32' and installing curbs, sidewalks and drainage

Comment: Improves road serving school buses and mail routes

Cost: Federal - $34,400/Local - $5,600

N Bryant (Deleware/Greeley)

Agency: City of Portland

Description: Reconstruct partially improved roadway by widening to 32' and installing curbs, sidewalks and drainage

Comment: Improves road serving school buses and mail routes

Cost: Federal - $63,640/Local - $10,360

N Hunt (Newman /Woolsey)

Agency: City of Portland

Description: Upgrade unimproved roadway by widening to 32' and installing curbs, sidewalks and drainage

Comment: Improves road serving school buses and mail routes

Cost: Federal - $33,540/Local - $5,460

NE Emerson (45th/46Pl)

Agency: City of Portland

Description: Upgrade unimproved roadway by widening to 30' and installing curbs, sidewalks and drainage

Comment: Improves road serving school buses and mail routes.

Cost: Federal - $15,650/Lcoal - $2,550

TOTAL PROGRAM COST:	FEDERAL - $580,830/LOCAL -$110,235	= $691,065
	Total Federal Available	670,000
	Less Total Federal Committed	580,830
	Contingency	$ 89,170

8797

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 28, 1976

A. PROJECT IDENTIFICATION

Name of Project Boardman Avenue Safety Overlay Project
(Section)

Location of Project - Boardman Avenue (Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) I (Region)

Program Off System Roads Program (Funding) $84,750.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety and provide smoother more efficient traffic flow. Also to provide for pedestrian safety by separating the bicycle-pedestrian traffic from the vehicular traffic.

Origin and History: Need for improvement recognized by Public Works forces. Funding available from Safer Off-System Roads Projects.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length .58 miles

Termini River Road on the westerly end to OSH 99E on the easterly end.

Alignment (new or existing) The existing right-of-way will be utilized.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two twelve foot lanes with a six-foot paved shoulder to be used as a bicycle-pedestrian way on both sides of roadway.

Bikeway Combination bicycle-pedestrian way on both sides of roadway.

Structures None

Additional Facilities None

Access Control None

Materials Drainage culvert, catch basins, catch basin grates, asphalt, concrete, crushed rock, signs, delineators, striping paint, curbing.

Borrow and Waste Disposal Local disposal sites in immediate vicinity.

Special Construction Methods No.

Characteristics (ADT) 1976 ADT is 900 vehicles per day.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing alignment will be utilized, no design alternatives are required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Informal public hearing to be held if necessary or required.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies

CRAG, OSHD, FHWA

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Not applicable.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Topography of the immediate area of the project slopes from the east end at Rose Lane and slopes from the west end at River Road to a low swampy drainage area near the middle of the project. There are various deciduous and conifer trees sparsley located in the project area along with some landscaping shrubbery at various locations.

The adjacent land primarily drains into a creek east of OSH-99E and eventually drains to a low swampy area near the middle of the project. There is heavy run-off for drainage water in the area with some extensive drainage problems located in this lower swampy area.

Environmental Setting (con

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The adjacent property development is primarily single family residential with some multi-family dwelling units near the east end of the project and commercial-industrial development near OSH-99E. Noise and air esthetics will not be significantly effected by the project.

Utilities: Electricity - Portland General Electric, Gas - Northwest Natural Gas, Communications - Pacific Northwest Bell Telephone, Water - Oak Lodge Water District, Sewer - Oak Lodge Sanitary District.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: None except during construction phases

Consequences: None anticipated.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None anticipated

7. Potential for Controversial Issues: Change of traffic pattern during construction of project.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Air quality will not be significantly effected.

b. Noise Standards

Noise factors will not have any significant increase.

c. Water Quality Standards

No water quality standards will be effected.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

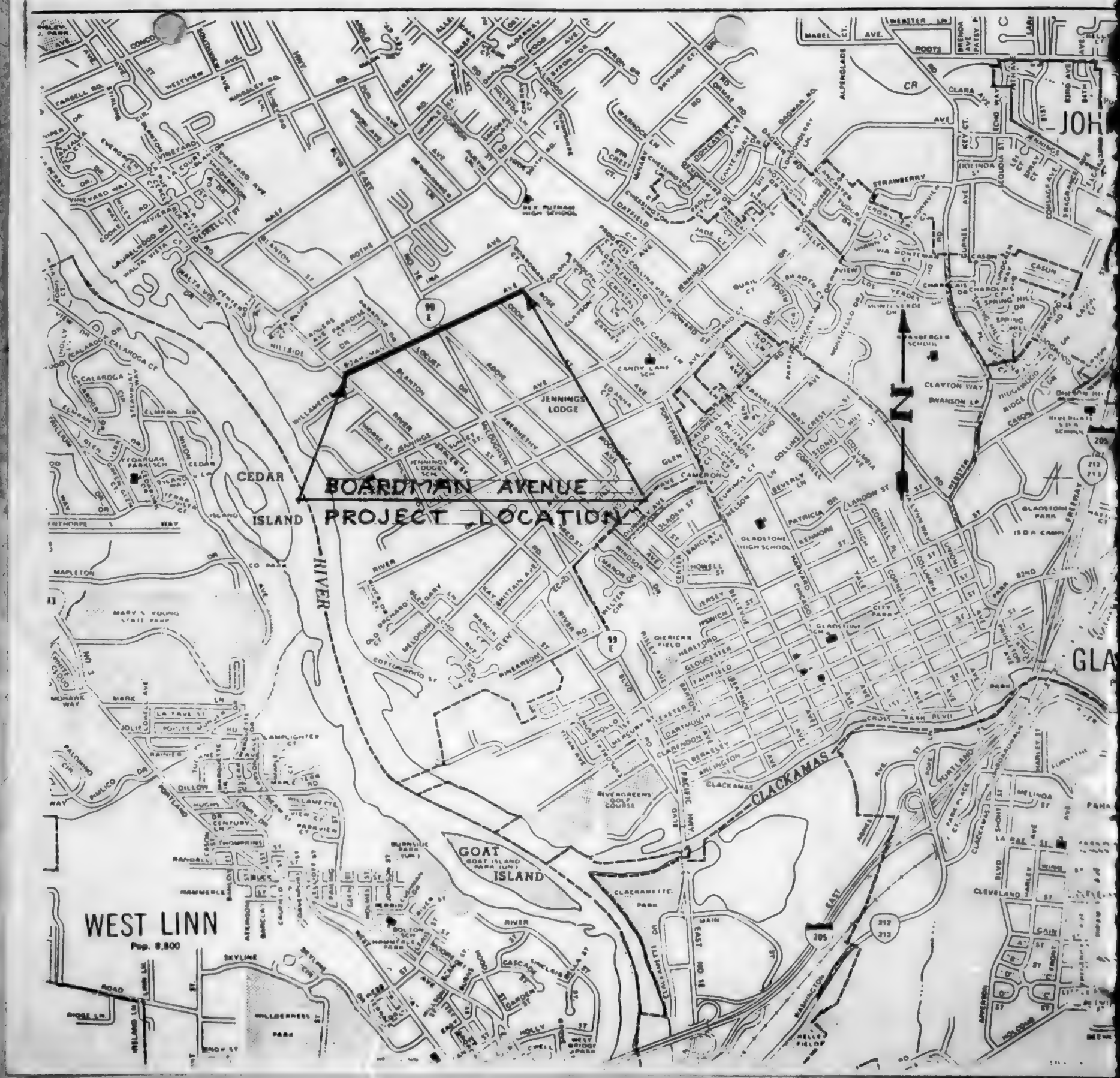
OTHER -

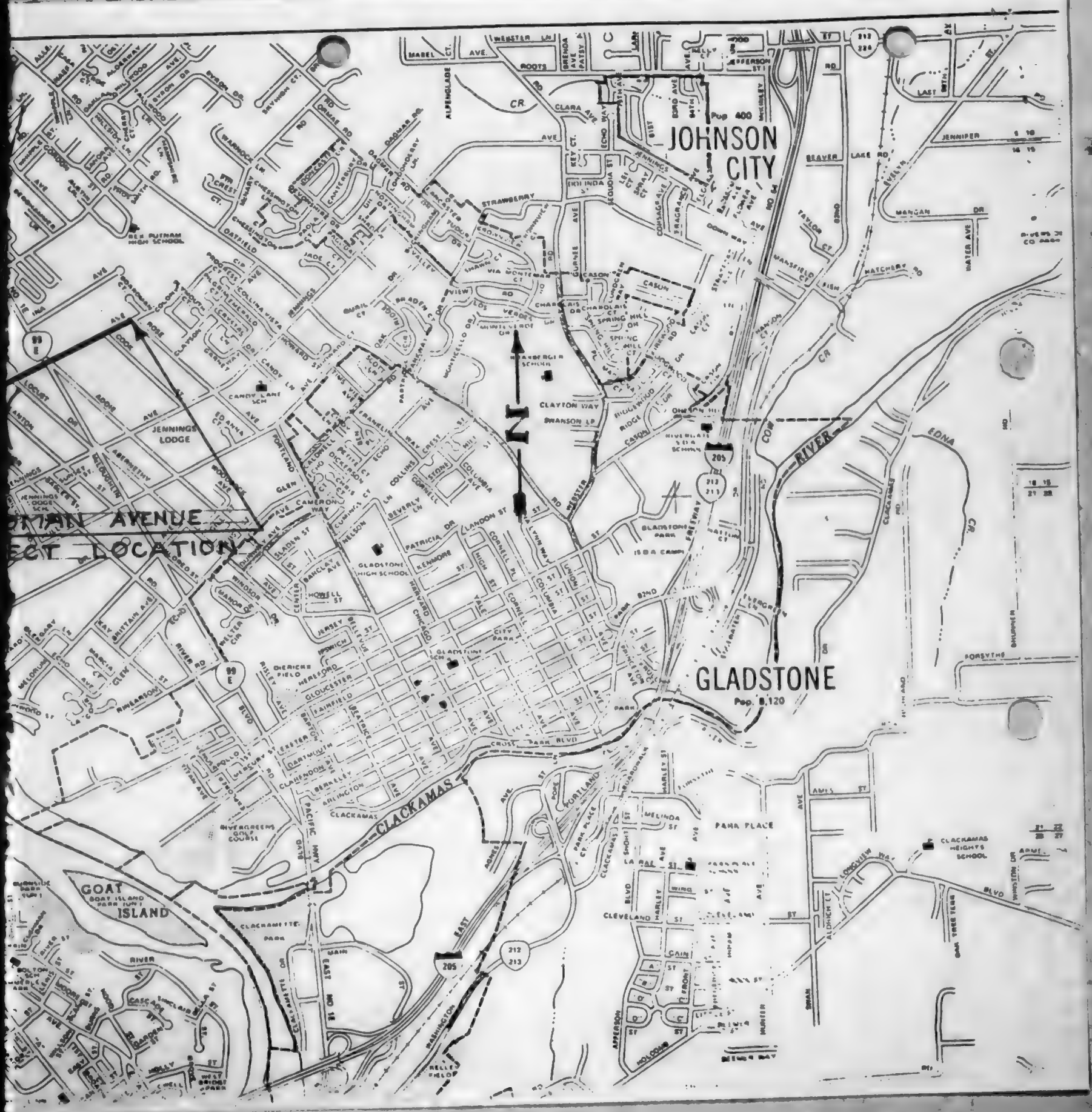
J. PROJECT (ACTION PLAN) CLASSIFICATION:

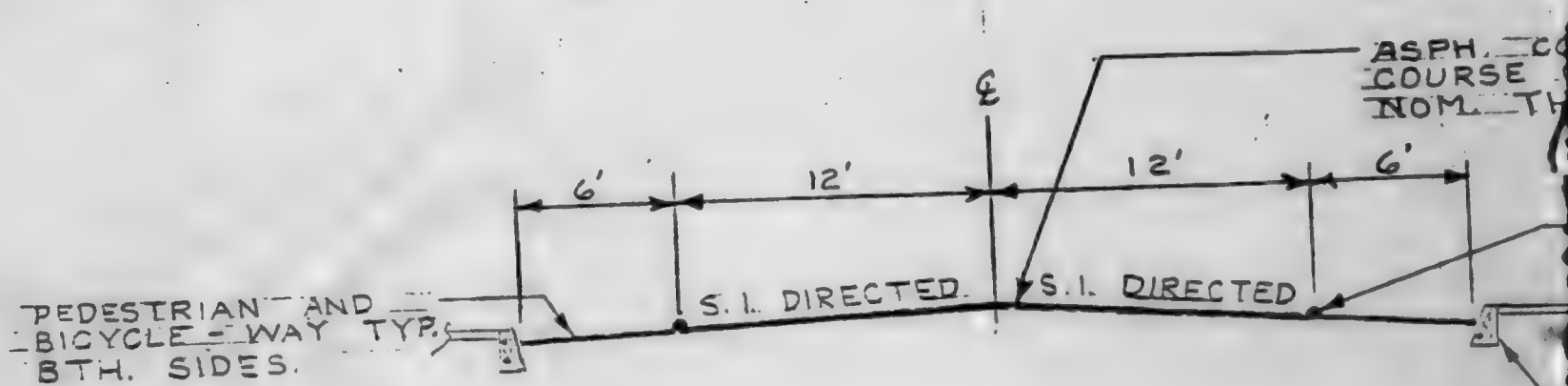
☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____


BOARDMAN AVENUE
PROJECT LOCATION
JENNINGS LODGE
CEDAR ISLAND
RIVER
GOAT ISLAND
WEST LINN
Pop. 8,800
CLACKAMAS
GLADSTONE HIGH SCHOOL
RIVERGREENS GOLF COURSE
MAPLETON
MARY S. YOUNG STATE PARK
WILLAMETTE PARK
CLACKAMETTE PARK
99E
205
212
213


JOHNSON CITY
Pop. 400
GLADSTONE
Pop. 8,120
OTTMAN AVENUE
ECT LOCATION
N
CLACKAMAS
RIVER
GOAT ISLAND
PARK PLACE
JENNINGS LODGE
CLAYTON WAY
BEAVER LAKE RD
JENNIPER
MANGAN DR
HATCHERY RD
EDNA
CLEVELAND ST
MELINDA ST
CLACKAMAS HEIGHTS SCHOOL
GLADSTONE HIGH SCHOOL
RIVERGREENS GOLF COURSE
CROSS PARK BLVD
PACIFIC HWY
MAIN
EAST
99 E
205
212
213



PROPOSED TYPICAL SECTION

BOARDMAN AVE.

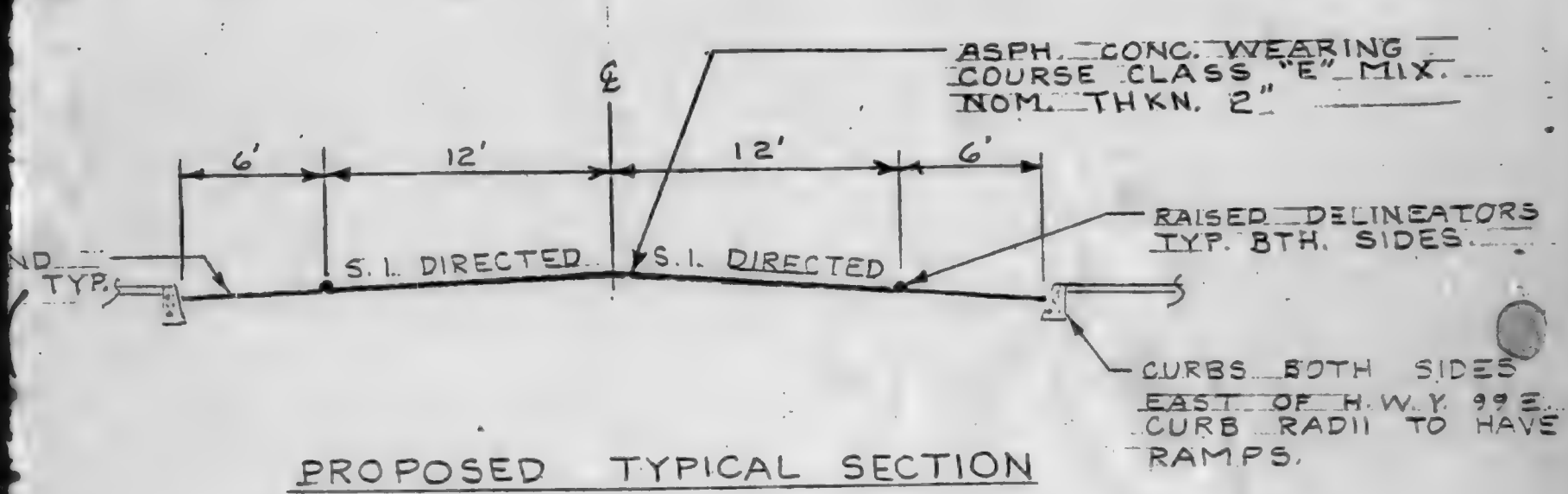
RIVER ROAD TO ROSE LANE.

NOTE:

ADJUST INLETS

ADJUST MANHOLES (BY OTHERS)

ADJUST VALVE BOXES (BY OTHERS)

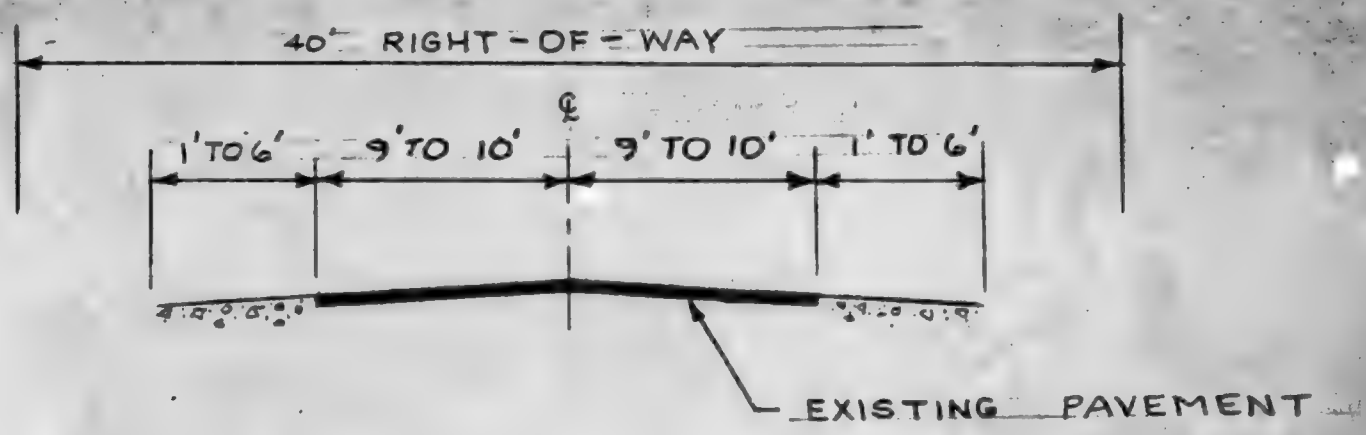


PROPOSED TYPICAL SECTION

BOARDMAN AVE.

RIVER ROAD TO ROSE LANE.

TS
OLES (BY OTHERS)
E BOXES (BY OTHERS)



BOARDMAN AVE.

RIVER ROAD TO ROSE LANE

EXISTING TYPICAL SECTION

8797

FEDERAL AID PROJECT REQUEST

Date September 28, 1976

Applicant Agency Clackamas County, Oregon
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. ____ Route Name Boardman Avenue
Project Name Boardman Avenue Safety Overlay Project - River Road to Rose Lane

Project Length .58 mi. Project Location (Attach sketch map)
Project Description Upgrade existing roadway surfaces; improve drainage; provide bicycle-pedestrian way; eliminate potentially hazardous open drainage facilities.

Average Daily Traffic 900 VPD Design Speed 35 MPH

Complete Applicable Sections:

SOS-0300( )

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-30 Travel Lanes 2 @ 9-10 ft. Shoulders 1-6 Ft. (gravel)
Medians None Parking Yes
Sidewalks None
Remarks Potentially hazardous open drainage facilities, extensive drainage problems currently exist near middle of project.

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft. Travel Lanes 2 @ 12 Ft. Shoulders 6 Ft. paved both sides
Medians None Parking No
Curbed yes - east of OSH 99E Length Curb Radii 25 ft. w/ramps
Sidewalk/Bikeway Bicycle-pedestrian way on both sides of roadway
Remarks Bicycle-pedestrian way to be separated by raised delineators from the travelled lanes of the roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 26 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

2. Proposed Signalization:

Location Not Applicable

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location Not applicable

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes, bicycle-pedestrian way on both sides

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight - Traffic Engineer Office
2. Environmental — Bernard L. Straight - Traffic Engineer Office
3. Public Hearing — Bernard L. Straight - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant * State X Consultant

Co. letter July 6, 1977

2. Project construction engineering to be performed by:

Applicant____ State X Consultant____

3. Will applicant perform any work prior to or after award of contract?
Yes____ No X
If "yes," describe briefly:____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 71,500.00
Right-of-way costs (if participating)	
Traffic control	2,000.00
Illumination	
Structures	
Railroad	
Other____	
Preliminary engineering	11,250.00
PROJECT TOTAL	$ 84,750.00

Remarks____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____ and/or Clackamas COUNTY

By____ By Alan Baker

By____ By Tom Lemmaster

By____ By Thomas D Telford

(10/74)

8777

(D)

FEDERAL AID PROJECT REQUEST

No Proj. Engr. Access. for Vineyard

Date September 27, 1976

Applicant Agency Clackamas County, Oregon

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Vineyard Road (21027)

Project Name Vineyard Road Safety Overlay Project - River Road to OSH-99E.

Project Location (Attach sketch map)

Project Length .57 miles

Project Description Upgrade existing roadway surfaces; improve drainage; provide bicycle-pedestrian way.

Average Daily Traffic 700 VPD Design Speed 35 MPH

Complete Applicable Sections:

SOS-0300( )

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-22 ft. Travel Lanes 2 @ 9-10 ft. Shoulders 1-5 ft.(gravel)
Medians None Parking Yes
Sidewalks No
Remarks Extensive drainage problems currently exist

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft. Travel Lanes 2 @ 12 ft. Shoulders 6 ft. paved both sides
Medians none Parking none
Curbed no Length Curb Radii
Sidewalk/Bikeway Bicycle-pedestrian way
Remarks Bicycle-pedestrian way to be separated by raised delineators from the traveled lanes of the roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
JAN 26 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ____/____/____
Other

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location Not applicable

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location Not applicable

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes bicycle pedestrian way on both sides of roadway.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight - Traffic Engineer Office
2. Environmental — Bernard L. Straight - Traffic Engineer Office
3. Public Hearing — Bernard L. Straight - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant 1 State X Consultant

C. letter July 6, 1977

2. Project construction engineering to be performed by:

Applicant ___ State X Consultant ___

3. Will applicant perform any work prior to or after award of contract?
Yes ___ No X
If "yes," describe briefly: ___

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 68,475.00
Right-of-way costs (if participating)	
Traffic control	2,000.00
Illumination	
Structures	
Railroad	
Other ___	
Preliminary engineering	11,250.00
PROJECT TOTAL	$ 81,725.00

Remarks ___

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ___ and/or Clackamas COUNTY

By ___ By Glen Ishler

By ___ By Thomas D Telfer

8797

FEDERAL AID PROJECT REQUEST

Date September 27, 1976

Applicant Agency Clackamas County, Oregon

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Naef Road (21069)

Project Name Naef Road Safety Overlay Project - River Road to OSH -99E

Project Length .47 miles Project Location (Attach sketch map)

Project Description Upgrade existing roadway surfaces; improve drainage; provide bicycle-pedestrian way.

Average Daily Traffic 850 Design Speed 35 MPH

Complete Applicable Sections:

SOS-0300( )

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-36 ft. Travel Lanes 2 @ 9-10 ft. Shoulders 1-5 ft. gravel
Medians none Parking yes
Sidewalks no
Remarks Short segments of the roadway have been developed on the north side of the roadway.

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft Travel Lanes 2 @ 12 ft. Shoulders 6 ft. paved both sides
Medians none Parking none
Curbed no Length Curb Radii
Sidewalk/Bikeway Bicycle-pedestrian way
Remarks Bicycle-pedestrian way to be separated by raised delineators from the traveled lanes of the roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks: ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 26 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

2. Proposed Signalization:

Location Not applicable

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location Not applicable

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes bicycle-pedestrian way on both sides of roadway.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

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Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight - Traffic Engineer Offic
2. Environmental — Bernard L. Straight - Traffic Engineer Offic
3. Public Hearing — Bernard L. Straight - Traffic Engineer Offic

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State X Consultant

Co. letter July 6, 77

2. Project construction engineering to be performed by:

Applicant ✗ State ✗ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No _____
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 60,900.00
Right-of-way costs (if participating)	
Traffic control	2,000.00
Illumination	
Structures	
Railroad	
Other _____	
Preliminary engineering	11,250.00
PROJECT TOTAL	$ 74,150.00

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Clackamas COUNTY

By _____ By Stan Stoker

By _____ By Leon Lemoore

By Thomas D. Telford

(1976)

8797

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 27, 1976

A. PROJECT IDENTIFICATION

Name of Project Naef Road Safety Overlay Project
(Section)

Location of Project - Naef Road (Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) I (Region)

Program Off System Roads Program (Funding) $74,150.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety and provide smoother more efficient traffic flow. Also to provide for pedestrian safety by separating bicycle pedestrian traffic from the vehicular traffic.

Origin and History: Need for improvement recognized by Public Works forces. Funding available from Safer Off-System Road Projects.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length .47 miles

Termini River Road on the westerly end to OSH-99E on the easterly end.

Alignment (new or existing) The existing right-of-way will be utilized.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two twelve foot travel lanes with a six foot paved shoulder to be used as a bicycle pedestrian way on both sides of roadway.

Bikeway Combination bicycle pedestrian way on both sides of roadway

Structures None

Additional Facilities None

Access Control None

Materials Drainage culvert, catch basins, catch basin grates, asphalt, concrete, crushed rock, delinators, signs, striping paint.

Borrow and Waste Disposal Local disposal sites in immediate vicinity.

Special Construction Methods No

Characteristics (ADT) 1976 ADT is 830 vehicles per day

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing alignment will be utilized, no design alternatives are required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Informal public hearing to be held if necessary or required.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies CRAG, OSHD, FHWA

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Not applicable

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
	Status	Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Topography of the immediate area of the project slopes from the east end at OSH-99E and the west end at River Rd. to a low swampy drainage area near the middle of the project. There are various deciduous and conifer trees sparsley located in the project area as well as landscaping shrubbery in the project area.

The adjacent land use is primarily residential in nature with some commercial development at the easterly end.

There is a large amount of water run-off in the area with some extensive drainage problems located near the middle of the project area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The adjacent property development is primarily single family residential with some commercial development at the easterly end. Noise and air esthetics will not be significantly effected by the extent of the project.

Utilities: Electricity - Portland General Electric, Gas - Northwest Natural Gas, Communications - Pacific Northwest Bell Telephone, Water - Oak Lodge Water District, Sewer - Oak Lodge Sanitary District.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: None

Consequences: None anticipated

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
None anticipated

7. Potential for Controversial Issues: Change of traffic pattern during construction of project.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Air quality will not be significantly effected.

b. Noise Standards

Noise factors will not increase significantly.

c. Water Quality Standards

No water quality standards will be effected.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

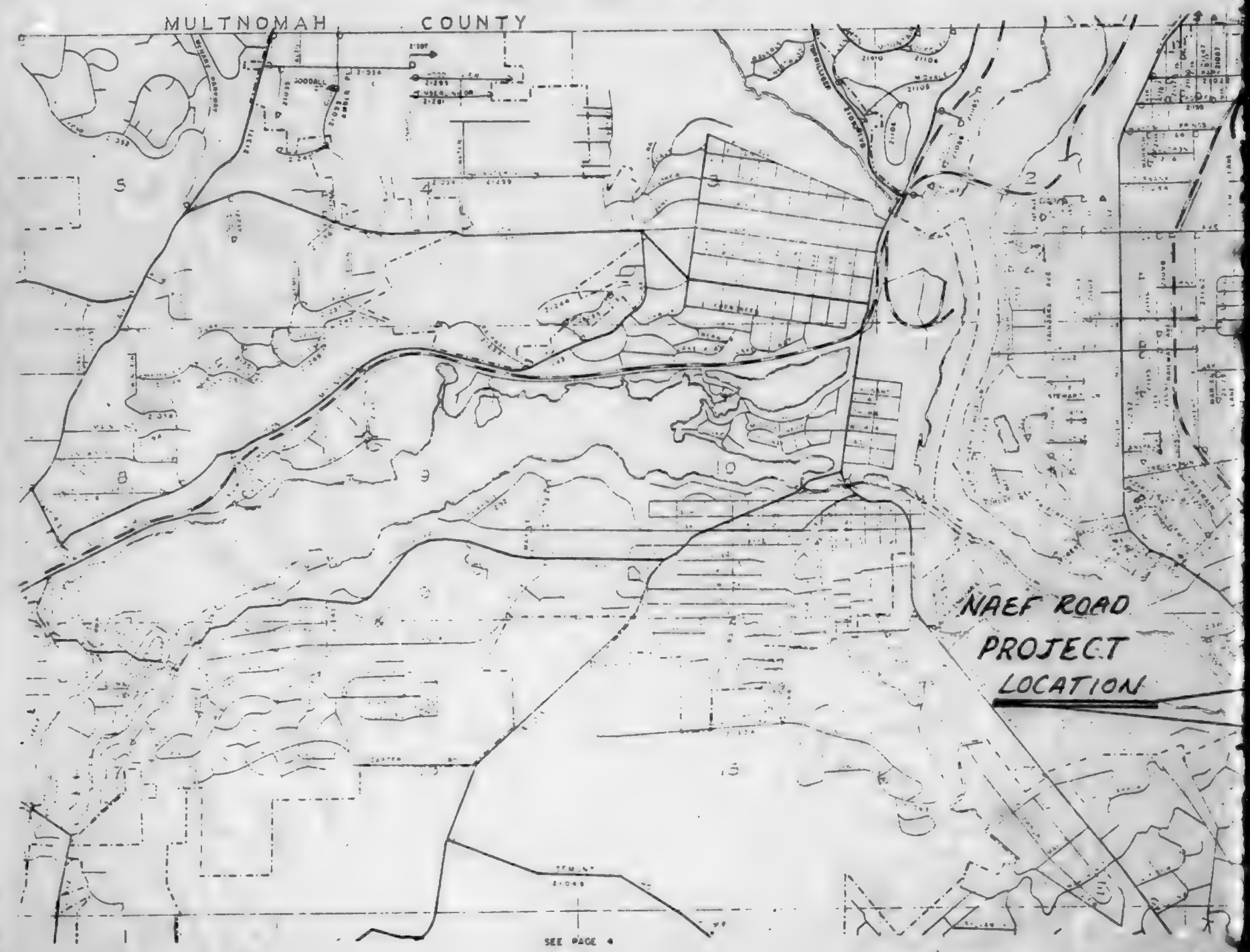
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

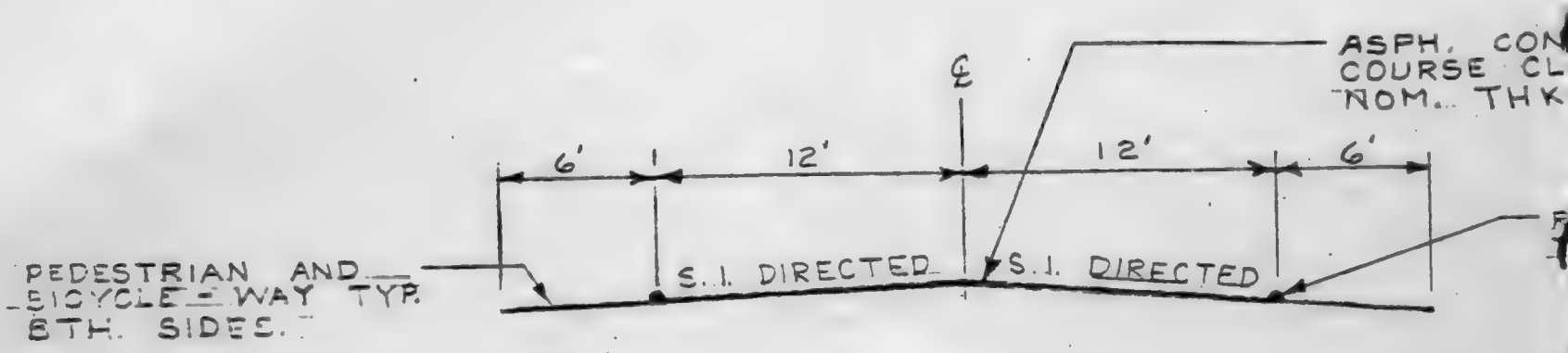
K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

T. 2 S. R. 1 E.


MULTNOMAH COUNTY
5
4
3
2
8
9
10
15
NAEF ROAD
PROJECT
LOCATION
SEE PAGE 4

T. 2 S. R. 1 E.
COUNTY
NAEF ROAD
PROJECT
LOCATION
SEE PAGE 4



PROPOSED TYPICAL SECTION

NAEF ROAD

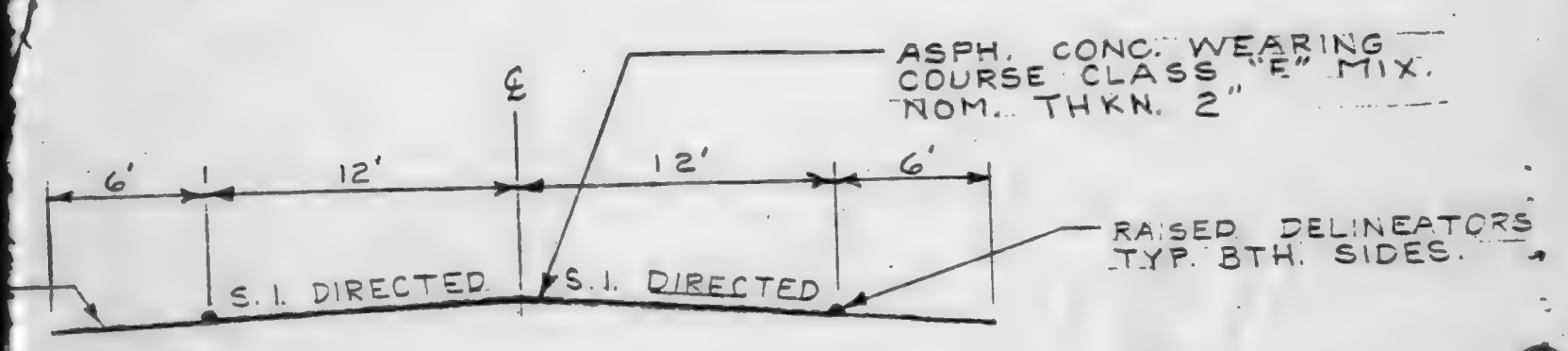
RIVER ROAD TO O.S.H. 99 E.

NOTE:

ADJUST INLETS

ADJUST MANHOLES (BY OTHERS)

ADJUST VALVE BOXES (BY OTHERS)



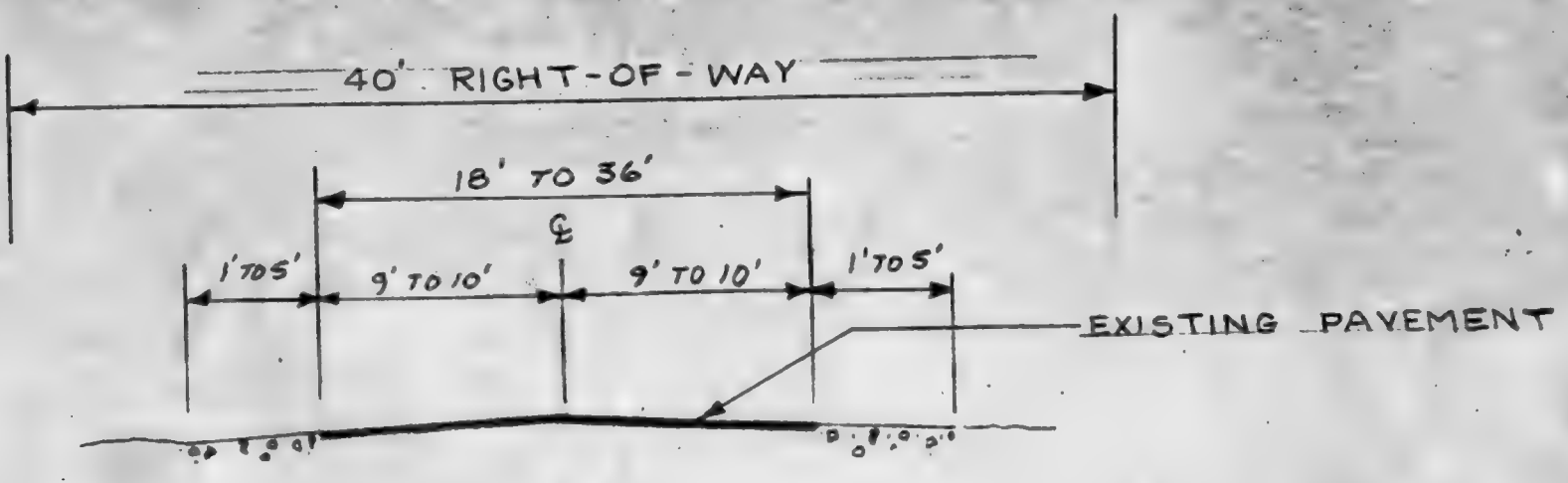
PROPOSED TYPICAL SECTION

NAEF ROAD

RIVER ROAD TO O.S.H. 99 E.

(BY OTHERS)

OXES (BY OTHERS)



EXISTING TYPICAL SECTION

NAEF ROAD

RIVER ROAD TO O.S.H. 99 E.

8798 Warren-Scappoose Sec. 1978
Columbia R. Highway
(gr,pav,strs,sign&sig) #5

C of A 6439 5-8-78

6438 7-3-78

7070 10-11-79

RR 944 8-22-78

8798

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: LEG

December 4, 1985

James E. Griffin
Assistant Attorney General
Department of Justice
Justice Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Helen D. Ingersoll v. Crown-Zellerbach, et al
Request for Production No. A8503-01913
Lower Columbia River Hwy @ C-2 Road
Columbia County
Contract No. 8798
Agreement No. 7090

Here are copies of Department of Transportation records in the above Request for Production. Since these are copies, there is no need to return any to us. Following is a list of information submitted by source:

Construction Section	One Inspection Report
Metro Region	Pages from Electrical Supervisor's diary containing repair orders.

Duane O. Christensen
Road Design Engineer

By

John R. Marks

John R. Marks
Final Project Coordinator

JRM:bn

Attachments

cc: E. S. Hunter
Jack Sollis

RECEIVED
STAT HWY ENGR
DEC 4 '85
REFER TO
FO.

Form 734-5122

8798

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

May 9, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project FF-TQF-1(4)
Warren - Scappoose Section
Contract Time Extension

Mr. Jackmond's April 27, 1984 letter requesting reconsideration of the 18½ day time extension, previously considered non participating, has been reviewed. It is agreed that contract time originally set on a project is not apportioned between participating and non participating work. Since the time extension in question was granted in accordance with the approved Project Agreement and because the public was not damaged by approval of this time extension participation is approved.

Sincerely yours,

D. K. Hansen

Dale E. Wilken
Division Administrator

cc:
OSHD (O B Jackmond) ✓
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAY 11 '84
REFER TO
Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 5, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

NOTED
H. S. COULTER

Dear Mr. Coulter:

Oregon Project FF-TQF-1(4)
Warren - Scappoose Section
Mr. M. D. Glenn's letter, March 5, 1984

The Final Acceptance Report, dated January 27, 1984, withheld Federal participation in all asphaltic concrete pavement incorporated into the work subsequent to the State's approval of Price Agreement No. 3. This price agreement changed the point of sampling, testing and acceptance for gradation of asphalt concrete pavement aggregates to the cold feed of the drum mixer without following previously approved and agreed to procedures relative to changes in specifications. The additional information and test results contained in and attached to Mr. M. D. Glenn's March 5, 1984 letter adequately documents the fact that check samples were obtained from the roadway and tested in accordance with established procedures and found to be in reasonably close conformance with the original specification requirements.

Based on the information contained in Mr. Glenn's letter as well as the results of tests performed on check samples obtained from the roadway it appears that the asphaltic concrete pavement produced was in reasonably close conformance with the requirements of the specifications. For this reason Federal participation in the asphaltic concrete pavement incorporated into the work subsequent to the State's approval of Price Agreement No. 8 is restored.

Sincerely yours,

D. K. Hoosier
for Dale E. Wilken
Division Administrator

cc:
OSHD (W E Schwartz)
OSHD (C O Fredrickson)

8798

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 5, 1984

In Reply Refer to File No.:
CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: G. K. Hossner
Field Operations Engineer

FROM: M. D. Glenn
Quality Control Supervisor

SUBJECT: Warren-Scappoose Section
Columbia River Highway
FAP No. FF-TQF-1(4)
Contract No. 8798
Your Ref. HFO.3-OR

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 6 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The authority to proceed with Price Agreement No. 8 documenting a change in the point of acceptance testing of the A.C. graduation was given by George Hopkins, our Field Operations Engineer at that time. Since Mr. Hopkins is no longer employed by the State or readily available, we have no knowledge of what prompted this action without discussing this matter with you and obtaining your tentative approval to proceed.

During 1979 and 1980, when this project was under construction, cold feed testing was being investigated on a number of construction projects, at least three of which were federal-aid projects. It is presumed that Mr. Hopkins reasoned that this procedure would be acceptable on this project if it was acceptable on other federal-aid projects.

We did not rely entirely on the cold feed sampling and testing for the acceptance of the A.C. mixtures on any of these projects. Results of field extraction tests and of samples tested at our Salem laboratory were also used. Copies of extraction tests of samples taken from the roadway and from the drum mixer discharge for this project are attached. I have also attached a copy of the summary submitted with the final records listing the dates and places these samples were taken and tested, along with check and record tests submitted to the Salem laboratory.

At the time this project was constructed, our sampling and testing schedule required the following:

Form 734-3122

Records Tests - Observe job control sampling and testing at random. Submit one 5 lb. sample to Materials Section for each 25,000 tons.

We also stated that samples taken by project personnel may be considered as record tests providing they were taken under the observation and direction of FHWA or authorized State representatives.

43,179 tons of Class "B" mixture was produced after August 8, 1980. This quantity of A.C. mix would require a minimum of 4 check tests and one record test.

Two check tests, Lab. No. 80-17400 and 80-18890, were submitted by the Project Manager. These were sampled on August 12 and August 19, 1980. Both were taken from the roadway and were checks of field job control samples #35 and #39.

Two final record tests, 80-16923 and 80-19361, were taken by Darrell Vessey, Region A.C. Inspector. Both were taken from the roadway. Two record tests, 80-17401 and 80-18481, were submitted by M. D. Glenn. Test 80-17401 was sampled from the street on August 19, 1980 by the project plant inspector and witnessed by M. D. Glenn. This would have to be considered as a final record test as no reference is made to a field control test number. The test results, however, compare closely with field control test No. 40 taken from the street. The second record test, 80-18481, was a split sample of field control test number C-42. This was of the 3/4"-0 aggregate sampled at the cold feed belt to the drum mix plant and would be considered a check test used as a progress record test.

Three check tests were therefore submitted, one less than the minimum number required. Three record tests were submitted, two more than the minimum number required. Five of the six samples submitted to the laboratory for testing complied with the specifications. The sixth record test, Lab. No. 80-19361, taken on September 5, 1980, had an excess passing the 1/4" sieve, #200 sieve and excess asphalt. The daily plant reports for both September 4 and 5 state that some fine 1/4"-0 mix with 8% asphalt was being produced which would account for this test not complying with the Class "B" mix design.

A review of the test results indicate that using results of tests from the roadway would not have materially changed the quality assessment for the A.C. mixtures produced after we switched to the cold feed testing. It appears the reduction-in-price for the acceptance of the non-spec mixtures would have been approximately the same, probably due to the procedures used then for taking samples from the roadway instead of the random method we now use.

The mix problems on this project were encountered in the base coarse placed in 1979, not with the wearing coarse placed in 1980 after we went to cold feed testing. To my knowledge the pavement on this project has performed satisfactorily to date as the check and record tests indicate it should.

Should you have any questions regarding the documentation and justification provided, please contact me.

Your consideration as to acceptance of this project is requested.

MDG:mk

Attach.

cc: W. E. Schwartz/att.
E. L. Hardt/att.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project FF-TQF-1(4)
Warren - Scappoose Section
Columbia River Highway
(Mr. Keasey's ltr, 8-8-83)

Date: September 14, 1983

From: Division Administrator

Reply to Attn. of: HFO.3=OR

To: Mr. H. S. Coulter, State Highway Engineer

The information submitted with Mr. Keasey's letter requesting final acceptance of the subject project has been reviewed. Our detailed review of the project records indicate that Price Agreement No. 8, documenting a change in the point of acceptance testing of AC gradation, was never submitted for our prior approval. However, an informational copy of Price Agreement No. 8 without explanation or justification for the change was submitted.

As discussed in Inspection Report No. 4, dated August 13, 1980, the Federal Highway Administration indicated on several occasions that such a change in sampling was not acceptable. The subsequent inspection report, dated September 10, 1980, stated that the results of testing several check samples obtained from the grade showed the material was in reasonably close conformance with the specifications and mix design.

Since the State did not follow approved procedures relative to changes in specifications (did not obtain prior approval) final acceptance of the project is being withheld pending full and adequate justification for the change in point of acceptance testing and documentation that an adequate number of check samples were obtained and tested to ensure full conformance with the specification requirements.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
SEP 20 '83
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CE — CAE — FOE — OCS — SCS — EEO
RECEIVED
SEP 23 1983
CONSTRUCTION SECTION
OM — CA — LS — TC — FE — CP

WES

(3)

1-P 17

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Warren-Scappoose — Date August 1, 19

Highway Columbia River Highway — Contract No. 8798

County Columbia — Prefix 5-1087

Contractor Babler Bros., Inc. — F. A. Project No. FF-TQF-1(4)

Address 4617 SE Milwaukie Ave. Portland 97202 — Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and accordance with the instructions of the engineer.

Work to be done:

30801 Document a change in the point of sampling, testing and acceptance of gradation of aggregate to the cold feed of the drier drum. Asphalt content will be determined by use of the asphalt metering devise on the plant.

Locations by station numbers:

Throughout project

Names of pay items, estimated quantities and agreed prices:

Bid Items 26 and 27 produced after date of this agreement.

Specifications, basis of measurement and other provisions: A.C. mixture sampling may also be done at the p of discharge from the plant and from the mat behind the paver. Any deficiency in gradation of mix will be cause to stop the plant production until corrections are made and may be reason for removal of deficient materials.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $6,506,659.41

Present estimate of project cost, including

$ -0- for work under this order $6,506,659.41

Expected under-run / over-run (amount) . . . . . $ -0-

Expected under-run / over-run (per cent) . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart — Resident Engineer
PAUL R. BARNHART

Approval Recommended: [illegible] — Division Engineer

Approval Recommended: ____ — Construction Engineer or Bridge Engineer

E/C/E's Original Recommended [illegible] 8-12-80

Signed [illegible] — Contr

Babler Bros. Inc.

Approved: [illegible] — Deputy State Highway Eng / Assistant State Highway Engin / Office Eng

8 11-80

SP*19003-734

OREGON STATE HIGHWAY DIVISION

TO: Paul E. Schmidt Res. Engr.

SUBJECT: Warren-Scappoose #6'H6
Reduction in Price - H.C. Mix

FROM: M. D. Glenn
Quality Control Engineer

DATE: Feb. 10, 1981

I am returning approved your computations for reduction in price of $5,786.55 for acceptance of non-spec H.C. mixtures.

Corrections were made for quantities represented by tests #20 & 1 on 11-1-79 but the total amount was still less than 15% of the material produced prior to 6-5-80.

Test #21 on 6-20-81 was switched as failing asphalt content was not circled as failing on print report. As several other tests with failing #10 gradations were not included in your computations, C-11; C-21 & C-26, I switched #21 also.

M. D. Glenn
(SIGNATURE)

PLEASE REPLY HERE

Cont. File

(SIGNATURE) (DATE)

YOU SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
THEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 3 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

Oregon [illegible] Transportation

HIGHWAY DIVISION

CONTRACT NO. 8798

SECTION Warren - Scappoose

SUMMARY OF FAILING TEST RESULTS FOR B BIT MIX

Class (B C E. PMBB)

MIX DESIGN NO. 29-6306

FORM 734-3965 (10-77)

SIEVE SIZE		FAILING TEST RESULTS												FAILING MATERIAL USED			
		PASS 1	PASS 3/4	PASS 1/2	PASS 1/4	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1/4	SE LI PI FP	ASPHALT	MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10 x 11 / 100	% AGG OUT SUB COL
DATE	TEST NO	% OUT SPECS ①	% OUT SPECS ②	% OUT SPECS ③	% OUT SPECS ④	% OUT SPECS ⑩	% OUT SPECS ⑪	15 = (A-B) ⑮	% OUT SPECS ⑫	2 = C ⑬	% OUT SPECS ⑦	% OUT SPECS ⑧	% OUT SPECS ⑨	⑩	⑪	⑫	
														301-	94.3	283.8	
5-79	1 -				5+												
6-20-80	21.			Not	Sieved	on		Survey					-.7	333-	94-	313.0	
7-28-80	27			3-1/4-										245-	94.7	232.0	
11-1-79	20												-.6	17[illegible].35	95.4	162.1	
11-1-79	1												-.3	927-	95.7	901-	

8-8-80 Changed to cold feed Testing. Price Adjustment compute
All FAiling material produced befor 8-8-80 Are on this
All material produced After 8-8-80 will be computed on
seperate price Adjustment. [illegible]

Less than 1500 no price Adjustment comput

[illegible].25 (12%)

.879

3,877.21

25,848.09

Oregon Department of Transportation

HIGHWAY DIVISION

SUMMARY OF FAILING TEST RESULTS FOR B BIT MIX

Class (B C E. PMBB)

MIX DESIGN NO. 79-6306

DATE 2-5-81

COMPUTED BY Sam Temple

SHEET 1 OF 2

FAILING	TEST RESULTS										FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
PASS #½	PASS #4	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS #4	SE LL PI FP	ASPHALT	MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10×11 / 100	AGG OUT SPEC SUM COL 1-7	NET AGG QUANTITY COL 12×13 / 100	NET ASPHALT QUANTITY COL 3×10 / 100	NET SE LL PI FP COL 8×12
% OUT SPECS (1)	% OUT SPECS (4)	% OUT SPECS (A)	% OUT SPECS (B)	15 = (A+B) (5)	% OUT SPECS (C)	2 = C (6)	% OUT SPECS (7)	% OUT SPECS (8)	% OUT SPECS (9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
	5+									301-	94.3	283.8	5	14.2		
	Not Shown			00	Failing				-.7	333-	94-	2310	5	19.0	2.3	
3-	4-									245-	94.9	2320	3	9.0		
									0.6	1703.35	95.4	1622.1	-	-	10.7	
									0.3	837-	95.7	801-	-	-	2.5	

Changed to cold feed testing. Price Adjustment computed on Failing material produced befor 8-8-80 are on this sheet. material produced After 8-8-80 will be computed on a rate price adjustment.

Less than 15% no price adjustment computed

-879 (12%)

25,848.09

3,877.21

CONTRACT NO. 8298

SECTION WARREN - SCAPPOOSE

FORM TA 2701 (7-73)

SUMMARY OF FAILING TEST RESULTS FOR ___ B ___ BIT MI
Class (D C E PMBO)

MIX DESIGN NO. 29-6306

		FAILING TEST RESULTS												FAILING MATERIAL	
SIEVE SIZE		PASS 1	PASS 3/4	PASS 1/2	PASS 1/4	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1/4	SE. LL PI FP	ASPHALT	MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT
DATE	TEST NO	% OUT SPECS ①	% OUT SPECS ②	% OUT SPECS ③	% OUT SPECS ④	% OUT SPECS Ⓐ	% OUT SPECS Ⓑ	15 × (A+B) ⑤	% OUT SPECS Ⓒ	2 × C ⑥	% OUT SPECS ⑦	% OUT SPECS ⑧	% OUT SPECS ⑨	⑩	⑪
8-8-80	C-1			2-		9-		13.5						1,892	94.6
8-8-80	C-2			2-		3-		4.5						594	94.6
8-12-80	C-9				3+			—						385	94.2
8-13-80	C-14					1-		1.5						475	94.3
8-15-80	C-20				2-	1-		1.5						784	94.9
8-19-80	C-26				2+			—						743	94.8
8-17-80	C-28				4-			—						420	94.8
8-27-80	C-36				5-	4-	-	6.0						957	94.7
8-28-80	C-43					2-		3.0						1,065	94.9
8-28-80	C-45					1-		1.5						564	94.9
8-27-80	C-47				3+			—						808	94.6

Department of Transportation

Division of Highways

SUMMARY OF FAILING TEST RESULTS FOR B BIT MIX

Class (B C E PMBD)

MIX DESIGN NO. 29-6306

DATE 12-5-81

COMPUTED BY Sam Tempka

SHEET 2 OF 2

TEST RESULTS										FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
PASS ¼	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS ¼	SE. LL PI FP	ASPHALT	MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10x11 / 100	% AGG OUT SPEC SUM COL 17	NET AGG QUANTITY COL 12x13 / 100	NET ASPHALT QUANTITY COL 9x13 / 100	ADJ SE. LL PI FP COL 8x15
% OUT SPECS ④	% OUT SPECS Ⓐ	% OUT SPECS Ⓑ	15 + 1A-B ⑤	% OUT SPECS Ⓒ	2 + C ⑥	% OUT SPECS ⑦	% OUT SPECS ⑧	% OUT SPECS ⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯
	9-		13.5-						1,897	94.6	1,794.6	15.5	278.2		
	3-		4.5-						594	94.6	561.9	6.5	36.5		
3+			—						385	94.2	362.7	3.0	10.9		
	1-		1.5-						475	94.3	447.9	1.5	6.7		
2-	1-		1.5-						784	94.9	744.0	3.5	26.0		
2+			—						743	94.8	704.4	2.0	14.1		
4-			—						470	94.8	445.6	4.0	17.8		
5-	4-		6.0						957	94.7	906.3	11.0	99.7		
	2-		3.0						1,065	94.9	1,010.7	3.0	30.3		
	1-		1.5-						564	94.9	535.2	1.5	8.0		
3+			—						808	94.6	764.4	3.0	22.9		

Price Adjustment Computation

GRADATION = Col 551 / 1 X Bid Price $10.50 = $5,786.55

ASPHALT = Col 0 / 15 X Bid Price $99.00 = 0

TOTALS 8,742 20.3% 551.1 $5,786.55

43,128.89 6,469

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

3-75

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Columbia	Oregon

IN COMPANY WITH: Paul Barnhart, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-10-80	W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	FF-TQF-1(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	88 %

WARREN-SCAPPOOSE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, Signing & Signals

Work Completed: All work except for paving several driveways, setting signs, seeding, painting structures, and final cleanup has been completed.

Work Underway: Completing excavation and pouring eight inlets along curb section on south end of project. Painters working on structures and grouting CN rail section into final location at the ends of the two structures. Placing pit run and shoulder rock throughout project as necessary. The roadway is expected to be opening to 4 lanes throughout the length of the project on September 12, 1980.

Comments: As indicated in the last report the overall quality of the work has improved considerably over last year. The appearance of the top lift of A.C. pavement is much more uniform and the riding quality of the completed work is considered very good. The results of testing check samples of the A.C. obtained from the grade indicates that the material was in reasonably close conformance with the approved specifications and mix design. The mix design was changed from that used last year, i.e., slight increase in the fines. There were some problems encountered in obtaining the specified compaction. This may be due in part to the reduction of mix temperatures as part of an experimental program conducted by the State and FHWA.

9-24-80
Copies to:
Ed Hardt
Paul Barnhart
Robert Church
Don Peterson
W J Hunt
Terrell
Lab

RECEIVED
STATE HWY ENGR.
SEP 23 '80
REFER TO
FOR
Info | Insp | R/D | Perm | Sign | Acct | File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR 33B Will Not Be Used

PLANT REPORTS
COLD FEED TESTING
DRUM DISCHARGE TESTING

FOR

WARREN-SCAPPOOSE

Period Begining 8/8/80
Period Ending 9/6/80

COLD FEED TEST TAKEN (BLUE)

8/8/80	8/26/80
8/11/80	8/27/80
8/12/80	8/28/80
8/13/80	8/29/80
8/15/80	9/2/80
8/19/80	9/3/80
8/20/80	9/4/80
8/21/80	9/5/80
8/22/80	9/6/80

ROTER-X PLANT REPORTS (GREEN)

8/8/80	8/19/80
8/11/80	8/20/80
8/12/80	8/27/80
8/13/80	8/28/80
8/15/80	9/2/80

DRUM DISCHARGE TESTING (YELLOW)

8/13/80	8/20/80
8/15/80	8/27/80
8/19/80	8/28/80

Test Taken By Mike Merrigan Tech. 1

PAUL R. BARNHART Resident Engineer

Kessey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnson Gebauer
Church

RECEIVED
OCT 2 1980
CONSTRUCTION
BRANCH

FBH

of #1 COLD FEED

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION Clarion Scappoose | HIGHWAY Columbia River | CONTRACT NO. 8798
CONTRACTOR Baker Bldrs | SUPPLIER Scappoose Sand & Gravel | F A NUMBER FFTOF 169(
MAKE, MODEL, SIZE OF PLANT Boring 400 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES ENGINEER Paul
CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULD

SIEVE SIZE	TEST NO. C-1 RET. SINGLE SIEVE DRY WT.	C-1 RET. %	C-1 PASS %	TEST NO. C-2 RET. SINGLE SIEVE DRY WT.	C-2 RET. %	C-2 PASS %	TEST NO. C-3 RET. SINGLE SIEVE DRY WT.	C-3 RET. %	C-3 PASS %	TEST NO. C-4 RET. SINGLE SIEVE DRY WT.	C-4 RET. %	C-4 PASS %	LAB MIX DES
3A"	.20	1	99	35	2	98	24	1	99	~~100~~	~~0~~	~~100~~	9
1R"	.45	15	85	245	17	83	237	15	85	200	12	88	8
1A"	9.50	43	57	622	43	57	535	35	65	527	31	69	6
A	14.4	65	35	726	51	49	655	43	57	675	40	60	5
#10	17.8	80	20	1064	74	26	1056	69	31	1157	68	32	3
#40	20.3	91	9	1274	89	11	1321	86	14	1478	87	13	1
#200	21.5	96.4	3.6	1368	95.3	4.6	1442	94.4	5.6	1617	94.9	5.1	5.
P—	22.3	—	—	1432	—	—	1527	—	—	1703	—	—	
ASPHALT %			B			B			B			B	5.
SAMPLED AT	C.F	TIME 7:15 AM		C.F	TIME 9:30 AM		C.F	TIME 9:30 AM		C.F	TIME 2:15 PM		
TONS REPRESENTED	1896.81			594.38			515.21			582.19			
DAILY TONNAGE AT TIME OF TEST	1440.80			2352.83			2521.57			3383.24			

EXTRACTED ASPHALT COMP.

	TEST NO:	C-1	C-2	C-3	C-4	
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METERING		Pump W/S		%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100			BELT		
4	DRY WT OF EXTRACTED AGGREGATE				SCALES	
5	WT OF EXTRACTED ASPHALT [3] – [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 Ton Asph	77.30	48.53	91.12%	48.13	%
7	% ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	1440.8	912.03	168.74	861.63	%
8	% ASPHALT IN MIX [6] ÷ [7] % Asph	5.36%	5.32%	5.40%	5.59%	%

MOIST. CONT.

	TEST NO
21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] – [22]) ÷ [22] x 100

REMARKS. LIST TIME & EXTENT OF

LOT #1 COLD

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MIX INCORP	1606.87	8775.45
10	NON-SPEC INCORP.	249.79	4737.54
11	REJECTED	38	86.91
12	TOTAL	A106.66	86599.90
13	BEGIN ASPHALT INVENTORY (TANK STICK)	36.31	T
14	ASPHALT RECEIVED (INVOICE)	252.05	T
15	END ASPHALT INVENTORY (TANK STICK)	67.20	T
16	ASPHALT THRU PLANT [13] + [14] – [15]	221.16	T
17	ASPHALT DEDUCTED (REJECTED, ETC)		T
18	ASPHALT USED [16] – [17]	221.16	T
19	MIX USED [([14] – [11]) ÷ (100 + [2])] x 100	A100.06	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.4	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	195
HRS DELAY	1	5
TOTAL	11	150
PRODUCTION RATE		TONS/HR

TIME SHIFT STARTS 7:00 AM T

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 280 °F
MIX TEMP. ON ROAD 290 °F
SHIFT WEATHER CONDITIONS
TEMP AM (x) F PM (x) F
(FAIR) CLOUDY RAIN WIND
By Invoice / Tank
Invoice

REPORT REVIEWED AND ACKNOWLED
Michael Gr
INSPECTOR
CONTRACTOR
Paul Barnhart by
RESIDENT ENGINEER

(WHITE) ...OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES...T ENGINEER • (PINK) REGION ENGR • (GREEN) CON

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO. 8798 | PREFIX 5-103'7

SUPPLIER Sappoose Sand & Gravel | F.A. NUMBER FFTOF 164) | DATE 8-8-90 | REPORT NO 1

☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. ENGINEER Paul Bamhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 79-6306

TEST NO. C-2			TEST NO. C-3			TEST NO. C-4				
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%
35	2	98	24	1	99	0	0	100		
245	17	83	237	15	85	200	12	88	98	
622	43	57	535	35	65	527	31	69	87	±6
726	51	49	655	43	57	675	40	60	65	±6
1064	74	26	1056	69	31	1157	68	32	55	
1274	89	11	1321	86	19	1478	87	13	33	±4
1368	95.3	4.6	1442	94.4	5.6	1617	94.9	5.1	13	±4
1432	—	—	1527	—		1703	—	—	5.0	±2.0
☐			☐			☐			5.7	±0.5
C.F 594.38	TIME 7:30 AM		C.F 515.21	TIME 11:30 AM		C.F 582.19	TIME 2:15 PM		CIRCLE ALL FAILING TEST RESULTS	
2352.83			2521.57			3383.24				

TEST NO:	C-1	C-2	C-3	C-4	
		METERING	Pump V/S BELT	SCALES	
ON ASPH	77.30	48.53	91.12%	48.13	%
N MIX	1440.8	912.03	168.74	861.63	%
TO ASPH	5.36	5.32%	5.40%	5.59%	%

MOIST. CONT.	TEST NO.
21 WET WT. OF MIX SAMPLE	X
22 DRY WT. OF MIX SAMPLE	
23 % MOISTURE [(21 – 22) ÷ 22] × 100	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT #1 COLD FEED

TIME SHIFT STARTS 7:00 AM | TIME SHIFT ENDS 6:00 PM

K SUMMARY	
RT. INCOR.	5.45
F. INCOR.	.54
TED	86.91
	6599.70
36	31 T
252.05	T
67.20	T
221.16	T
	T
221.16	T
A100. 06	T
5.4	%

TIME SUMMARY

SHIFT	HRS RUN	10	ACCUM HRS RUN	145
	HRS DELAY	1	HRS DELAY	3
	TOTAL	11	TOTAL	150

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 280 °F

MIX TEMP. ON ROAD 290 °F

SHIFT WEATHER CONDITIONS

TEMP AM 60 °F PM 80 °F

FAIR CLOUDY RAIN WIND

By INVOICE / TANK NOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

Paul Bamhart by M. McFarlane
RESIDENT ENGINEER

ARY) CONST. DIVISION • (GOLDENROD) RES T ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

1 of 1-A COLD FEED

SECTION Wenatchee Scappoose
CONTRACTOR Babler Bros.
HIGHWAY Columbia River
SUPPLIER Scappoose Sand & Gravel
CONTRACT NO. 879
F.A. NUMBER FRGF-1(41)
MAKE, MODEL, SIZE OF PLANT Boeing 400
☐ BATCH ☐ DRUM ☐ CONTINUOUS
BRAND & GRADE OF ASPHALT
RES. ENGINEER Paul
CLASS OF MIX 1" B inc
☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHLD

SIEVE SIZE	TEST NO. C-5 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	0	0	100
1/2"	265	14	86
3/8"	606	32	68
#4	758	40	60
#10	1275	68	32
#40	1621	86	16
#200	1776	94.7	5.3
P—	1876	—	—
ASPHALT %			[8]
SAMPLED AT	C.F	TIME 3:30 PM	
ITEMS REPRESENTED			
DAILY TONNAGE AT TIME OF TEST	3685.94		

TEST NO.	RET. SINGLE SIEVE DRY WT.	%	PASS %
			[8]
		TIME	

TEST NO.	RET. SINGLE SIEVE DRY WT.	%	PASS %
			[8]
		TIME	

TEST NO.	RET. SINGLE SIEVE DRY WT.	%	PASS %
			[8]
		TIME	

EXTRACTED ASPHALT COMP.

	TEST NO. C-5			SHIFT TOTAL	
WET WEIGHT OF MIX SAMPLE					
% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	%	%	%	%	%
DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	METERING PUMP V/S				
DRY WT OF EXTRACTED AGGREGATE					
WT OF EXTRACTED ASPHALT [3] – [4]				BELT SCALES	
% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 TON ASPH	17.11 %	%	%	220.8	%
% ASPHALT RETENTION (FROM MIX DESIGN) TON MIX	302.7 %	%	%	A065.99	%
% ASPHALT IN MIX [6] ÷ [7] TO ASPH	5.65%	%	%	5.43%	%

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] – [22] ÷ [22]) x

REMARKS: LIST TIME & EXTENT OF

TIME SHIFT STARTS:

PRODUCTION TON. & ASPH. TANK SUMMARY

	SHIFT	ACCUM
SPEC MTRL. INCORP.		
NON SPEC INCORP.		
REJECTED		
TOTAL		

BEGIN ASPHALT INVENTORY (TANK STICK)	T
ASPHALT RECEIVED (INVOICE) INFORMATION ON REPORT #1	T
END ASPHALT INVENTORY (TANK STICK)	T
ASPHALT THRU PLANT [13] + [14] – [15]	T
ASPHALT DEDUCTED (REJECTED, ETC.)	T
ASPHALT USED [16] – [17]	T
MIX USED [([12] – [11] ÷ (100 + [2])] x 100	T
% ASPHALT IN MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN		
HRS DELAY		
TOTAL		

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLE

Michael Bl

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

WHITE) L[illegible] OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CON

734-3083 (REV. 6-78)

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River	CONTRACT NO.: 879 E	PREFIX: S-1087	
SUPPLIER: Sappozee Sand & Gravel	F.A. NUMBER: [illegible] (A)	DATE: 8-8-80	REPORT NO: 1-A
☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT		RES. ENGINEER: Paul Barnhart	

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
		[8]	
TIME			

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
		[8]	
TIME			

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
		[8]	
TIME			

LAB 79-6306

MIX DESIGN	TOLERANCE %	SIEVE SIZE
98		
87	±6	
65	±6	
55		
33	±4	
13	±4	
5.0	±2.0	
57	±0.5	

CIRCLE ALL FAILING TEST RESULTS

TEST NO.	C-5			SHIFT TOTAL	
	%	%	%	%	%
METERING PUMP V/S BELT SCALES					
UASPH	17.11 %	%	%	220.8	%
ON MIX	302.7 %	%	%	A065,977	%
ASPH	5.65%	%	%	5.43%	%

MOIST. CONT. TEST NO: [X]

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [[21] − [22]] ÷ [22] × 100

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

TIME SHIFT STARTS: ——— TIME SHIFT ENDS: ———

SUMMARY

. INCORP.	[X]
INCORP.	
	T
MATION	T
REPORT	T
#1	T
	T
	T
	T
	%

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

LOT #2 COLD FEED

CONTRACT NO. 8798

SECTION Warm Sapporso — HIGHWAY Columbia River

CONTRACTOR Babler Bros — SUPPLIER Sapporso Sand & Gravel — F.A. NUMBER ~~TOP~~ 1(4)

MAKE, MODEL, SIZE OF PLANT Barber Green 400 — ☐ BATCH ☒ ~~DRUM~~ CONTINUOUS — BRAND & GRADE OF ASPHALT AC-2000 SHELL — RES. ENGINE Paul

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☒ ~~BASE~~ ☐ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO. C-6 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-7 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-8 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	33	1	99	79	2	98	93	2	98			
1/2"	279	12	80	503	15	85	294	11	89			
1/4"	767	34	66	1024	30	70	960	37	63			
#4												
#10	1551	68	33	2279	66	33	1816	70	30			
#40	1971	87	13	2976	86	14	2274	88	12			
#200	2168	95.3	4.7	3280	94.5	5.5	2476	95.6	4.4			
Pan	2276	—	—	3471	—	—	2589	—	—			
ASPHALT %												
SAMPLED AT	C.F	TIME 7:30 AM		C.F	TIME 10:30 AM		C.F	TIME 1:30 PM			TIME	
TONS REPRESENTED	792.04			1003.64			936.91					
DAILY TONNAGE AT TIME OF TEST	250.8			1333.28			2258.08					

EXTRACTED ASPHALT COMP.	TEST NO:	C-6	C-7	C-8		SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		METERING PUMP V/S BELT SCALES		%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT 3 − 4 T					
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100 T ASPH	14.26	58.44	49.80	%	149.34
7	% ASPHALT RETENTION (FROM MIX DESIGN) ON MIX	250.8	1082.48	924.8	%	2735.16
8	% ASPHALT IN MIX 6 ÷ 7 % ASPH	5.69%	5.36%	5.38%	%	5.42%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTL INCORP.	2732.59	24508.04
10	NON SPEC INCORP.	—	4753.54
11	REJECTED	23.54	110.45
12	TOTAL	~~2756.13~~	29356.03
13	BEGIN ASPHALT INVENTORY (TANK STICK)	67.2 T	
14	ASPHALT RECEIVED (INVOICE)	164.17 T	
15	END ASPHALT INVENTORY (TANK STICK)	82 45 T	
16	ASPHALT THRU PLANT 13 + 14 − 15	148 92 T	
17	ASPHALT DEDUCTED (REJECTED, ETC.)	1. 00 T	
18	ASPHALT USED 16 − 17	147 02 T	
19	MIX USED [(18 − 11) ÷ (100 + 2)] x 100	2732 59 T	
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.4 %	

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	9	154
HRS DELAY	2	7
TOTAL	11	161
PRODUCTION RATE		TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 290 °F

MIX TEMP. ON ROAD 250° °F

SHIFT WEATHER CONDITIONS

TEMP AM 57 F PM 76 F

(FAIR) CLOUDY RAIN WIND

BY INVOICE / TANK STICKING

MOIST. CONT. TE

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [21 − 22] ÷ [22]

REMARKS: LIST TIME & EXTENT

LOT #2 C

TIME SHIFT STARTS 6:45

REPORT REVIEWED AND ACKN

INSPECTOR Michael L

CONTRACTOR Paul Bainbr

RESIDENT ENGINEER

(WHITE) R. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RES T ENGINEER • (PINK) REGION ENGR • (GREE

Form [illegible] (6-78)

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX 51087
	SUPPLIER Rapporso Sand & Gravel	F.A. NUMBER ~~FTOP~~ 1(4)	DATE 8-11-80 REPORT NO 2
	BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AC-2000 SHELL	RES. ENGINEER Paul Barnhart	

☐ BITUMINOUS BASE ☒ ~~BASE~~ ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. C-7			TEST NO. C-8			TEST NO.			LAB # 6306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%		%	
79	2	98	43	2	98				98		
503	15	85	294	11	89				87	±6	
1024	30	70	960	37	63				65	±6	
									35		
2279	66	33	1816	70	30				33	±4	
776	86	14	2274	88	12				13	±4	
280	94.5	5.5	2476	95.6	4.4				5.0	±2.0	
ALL	—	—	2589	—	—						
		☐			☐			☐	5.7	±0.5	
AM C.F	TIME 1030		AM C.F	TIME 1350		AM	TIME		CIRCLE ALL FAILING TEST RESULTS		
1003.69			936.91								
1333.28			2258.08								

TEST NO:	C-6	C-7	C-8		SHIFT TOTAL
	METERING PUMP W/S BELT SCALES			%	%
ASPH	14.26%	58.44	49.80	%	149.34
MIX	250.8	1082.80	924.8	%	2755.16
ASPH	5.69%	5.36%	5.38%	%	5.42%

MOIST. CONT.	TEST NO:			
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE (21 – 22) ÷ 22 × 100			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT #2 COLD FEED

SUMMARY	
08.04	
7.54	
10.45	
56.03	
7.22 T	
64.17 T	
82 45 T	
48 92 T	
1.00 T	
47 02 T	
132 59 T	
5.4 %	

TIME SUMMARY

SHIFT	HRS RUN	9	ACCUM HRS RUN	154
	HRS DELAY	2	HRS DELAY	7
	TOTAL	11	TOTAL	161

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 290 °F

MIX TEMP. ON ROAD 250° °F

SHIFT WEATHER CONDITIONS

TEMP AM 57 F PM 76 F

(FAIR) CLOUDY RAIN WIND

BY INVOICE / TANK STICK

TIME SHIFT STARTS 6:45 AM TIME SHIFT ENDS 3:15 PM

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Merryman
INSPECTOR

CONTRACTOR

Paul Barnhart By M. Merrigan
RESIDENT ENGINEER

CONST. DIVISION • (GOLDENROD) RES[illegible]T ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTUR

LOT #3
COLD FEED

CONTRACT NO. 87
HIGHWAY Columbia River
F.A. NUMBER FFTYF 1
SUPPLIER Sappenfield Sand & Gravel
RES
CTION Warren Bensprings
NTRACTOR Baber Bros
KE, MODEL, SIZE OF PLANT Baring 400 11' B
BATCH DRUM CONTINUOUS
BRAND & GRADE OF ASPHALT AR 4000 SHELL
ASS OF MIX
☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-9 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-10 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-11 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-12 RET. SINGLE SIEVE DRY WT.	%	PAS
3"												
1 1/2"	11	1	99	35	2	98	38	2	98	35	2	9
1"	177	8	92	249	15	85	334	19	81	363	19	8
1/4"	573	26	74	568	36	64	709	40	60	777	40	60
4	705	35	65	692	43	57	850	48	52	913	47	5
10	1483	66	34	1118	70	30	1278	73	27	1377	71	2
40	1932	86	14	1393	86	14	1555	89	11	1699	88	1
200	2125	94.5	5.5	1512	95.0	5.0	1671	95.9	4.5	1890	95.3	4.
PAN	2247	—	—	1592	—	—	1750	—	—	1931	—	—
ASPHALT %												
SAMPLED AT	C, F	TIME 8:35		C, F	TIME 10:00 AM		C, F	TIME 2:10 PM		C, F	TIME 3	
TONS REPRESENTED	384.58			661.62			730.03			499.36		
DAILY TONNAGE AT TIME OF TEST	134.32			639.84			1469.57			2064.12		

EXTRACTED ASPHALT COMP.

	TEST NO:	C-9	C-10	C-11	C-12	
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	Meter in Pump w/s Belt Scales				%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] – [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Tons Asph 7.90	28.73	47.23	35.93	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Tons Mix 134.32	500.84	834.73	625.35	%
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph 5.51%	5.74%	6.66	5.74	%

LOT #3

MOIST. CONT.

21	WET WT. OF MIX SAMP	
22	DRY WT. OF MIX SAM	
23	% MOISTURE [21] –	

REMARKS. LIST TIME &

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MIX INCORP.	2231.87	32,067.91
10	NON SPEC INCORP.	384.58	5122.13
11	REJECTED	54.46	164.91
12	TOTAL	2670.91	32,026.94

13	BEGIN ASPHALT INVENTORY (TANK STICK)	82	45 T
14	ASPHALT RECEIVED (INVOICE)	110	18 T
15	END ASPHALT INVENTORY (TANK STICK)	37	31 T
16	ASPHALT THRU PLANT [13] + [14] – [15]	155	32 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	2.	18 T
18	ASPHALT USED [16] – [17]	153.	14 T
19	MIX USED ([12] – [11] ÷ (100 + [2])) x 100	2616	45 T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.	8 %

TIME SUMMARY

		SHIFT	ACCUM
	HRS RUN	8	162
	HRS DELAY	4	11
	TOTAL	12	173

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS 6

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 310 °F
MIX TEMP ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP AM 37 F PM 75 F
FAIR CLOUDY RAIN WIND
BY INVOICE/TANK STICKING

REPORT REVIEWED AN

Michael
INSPECTOR
CONTRACTOR
Paul Ba
RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RE[illegible]NT ENGINEER • (PINK) REGION ENGR •

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO 8798 | PREFIX S-1087

SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER FFTF 1(4) | DATE 8-22 | REPORT NO 3

BATCH / DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. ENGINEER Paul Bamhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	LAB 6-30-0 MIX DESIGN	TOLERANCE %	TEST NO. C-10 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-11 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-12 RET. SINGLE SIEVE DRY WT.	%	PASS %
	98		35	2	98	38	2	98	35	2	98
	87	16	249	15	85	334	19	81	363	19	81
	65	16	568	36	64	709	40	60	777	40	60
	55		692	43	57	850	48	52	913	47	53
	33	14	1118	70	30	1278	73	27	1377	71	29
	13	14	1393	86	19	1555	89	11	1699	88	12
	5.0	±2.0	1512	95.0	5.0	1671	95.4	4.5	1840	95.3	4.7
			1592	—	—	1750	—	—	1931	—	—
	5.7	10.5									

	TEST NO. C-10	TEST NO. C-11	TEST NO. C-12
	C, F TIME 10:00 AM	C, F TIME 2:10 PM	C, F TIME 3:55
	661.62	730, [redacted]03	497.36
	634.84	1469.57	2064.12

CIRCLE ALL FAILING TEST RESULTS

MP. TEST NO:	C-9	C-10	C-11	C-12	
TEST) 23		Metering Pump w/s Belt Scales			%
11 x 100					
E					
9					
x 100	Tons Asph	7.40	28.73	47.23	35.92 %
DESIGN	Tons Mix	134.32	500.84	834.73	625.35 %
	% Asph	5.51%	5.74%	5.66	5.74 %

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE ([21] – [22]) ÷ [22] × 100				

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

Lot # 3 Cold Feed

TIME SHIFT STARTS 6:00 AM TIME SHIFT ENDS 6:00 PM

H. TANK SUMMARY

SPEC. TO CONT.	31,399.91	
NON SPEC. INCORP.	5122.12	
REJECTED	164.91	
TOTAL	32,026.94	
K STICK)	82	45 T
	110	18 T
STICK)	37	31 T
15	155	32 T
TC.)	2.	18 T
	153.	14 T
1 x 100	2616	45 T
100	5.	8 %

TIME SUMMARY

SHIFT	HRS RUN	8	ACCUM HRS RUN	162
	HRS DELAY	4	HRS DELAY	11
	TOTAL	12	TOTAL	173

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 310 °F

MIX TEMP ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 57 F PM 75 F

FAIR CLOUDY RAIN WIND

BY INVOICE/TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mervyn
INSPECTOR

CONTRACTOR

Paul Bamhart By R Merrill
RESIDENT ENGINEER

• (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

LOT # 3-A CORD FEED

DAILY PLANT REPORT – BITUMINOUS MIXT

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT N

CONTRACTOR Babler Bros | SUPPLIER Scappoose Sand | F.A. NUMBER FT

MAKE, MODEL, SIZE & PLANT Boeing 400 | ☑ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL

CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-13 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4"	92	2	98								
1/2"	190	9	91								
1/4"	633	29	71								
# 4	813	37	63								
# 10	1465	66	34								
# 40	1895	86	14								
# 200	2086	94.5	5.5								
P—	2207	—	—								
ASPHALT %			%			%			%		
SAMPLED AT		TIME			TIME			TIME			TIME
TONS REPRESENTED	334.86										
DAILY TONNAGE AT TIME OF TEST	2468.3										

EXTRACTED ASPHALT COMP.

		TEST NO: C-13				
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	%	%	%	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) × 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] – [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) × 100 Ton Asph	21.43	%	%	%	%
	% ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	373.38	%	%	%	%
8	% ASPHALT IN MIX [6] × [7] % Asph	5.74	%	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.		
10	NON SPEC INCORP.		
11	REJECTED		
12	TOTAL		

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE) INFORMATION	T
15	END ASPHALT INVENTORY (TANK STICK) ON	T
16	ASPHALT THRU PLANT [13] + [14] – [15] REPORT #3	T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	T
18	ASPHALT USED [16] – [17]	T
19	MIX USED [([12] – [11] ÷ (100 + [2])] × 100	T
20	% ASPHALT IN MIX ([18] ÷ [19]) × 100	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN		
HRS DELAY		
TOTAL		

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP. ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

MOIST. CONT

21	WET WT. OF MIX S
22	DRY WT. OF MIX S
23	% MOISTURE [21]

REMARKS: LIST TIME

TIME SHIFT STARTS

REPORT REVIEWED

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) E OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES ENGINEER • (PINK) REGION ENGR.

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River
SUPPLIER: Cascade Sand
CONTRACT NO. 8798
F.A. NUMBER: HTDF-1(4)
PREFIX: S-1(4)1
DATE: 6-12-80
REPORT NO: 3-A
BATCH / DRUM / CONTINUOUS
BRAND & GRADE OF ASPHALT: AR 4000 SHELL
RES. ENGINEER: Paul Barnhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
	TIME		

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
	TIME		

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
	TIME		

LAB NO. MIX DESIGN	TOLERANCE %	SIEVE SIZE
98		
87	±6	
65	±6	
35		
33	±4	
13	±4	
5.0	±2.0	
5.7	±0.5	

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	C-13				
	%	%	%	%	%
ASPH	21.43	%	%	%	%
Mix	373.38	%	%	%	%
ASPH	5.74	%	%	%	%

MOIST. CONT. TEST NO.

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE ([21] – [22] ÷ [22] × 100				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

TIME SHIFT STARTS: TIME SHIFT ENDS

SUMMARY

L. INCORP.
C INCORP.
D
GATION
ORT #3

TIME SUMMARY

SHIFT	HRS RUN		ACCUM HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengai
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(Y) CONST. DIVISION • (GOLDENROD) RES[illegible] ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTU

LOT #4 COLD FEED

SECTION Warm Springs — HIGHWAY Columbia River — CONTRACT NO

CONTRACTOR Baker Boys — SUPPLIER Scappoose Sand & Gravel — F.A. NUMBER

MAKE, MODEL, SIZE OF PLANT Barber Greene 800 — DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AC-1000 SHELL

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-14 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-15 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-16 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-17 RET. SINGLE SIEVE DRY WT.	%
3/4"	49	2	98	30	2	98	45	2	98	10	1
1/2"	283	14	86	290	16	84	260	13	87	182	14
1/4"	756	38	62	700	38	62	756	39	61	439	34
4	926	47	53	857	46	54	901	46	54	549	42
10	1427	72	28	1305	71	29	1382	70	30	891	68
40	1740	88	12	1617	88	12	1710	87	13	1131	87
200	1862	95.3	4.7	1753	95.2	4.8	1855	94.9	5.1	1237	94.9
P —	1975	—	—	1842	—	—	1955	—	—	1304	—
ASPHALT %											
SAMPLED AT	C.F	TIME 7:30 AM		C.F	TIME 10:30 AM		C.F	TIME 12:10 PM		C.F	TIME 2
TONS REPRESENTED	474.62			509.98			422.65			361.01	
DAILY TONNAGE AT TIME OF TEST	138.39			810.85			1157.35			1656.15	

EXTRACTED ASPHALT COMP.

	TEST NO:	C-14	C-15	C-16	C-17	SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		METERING PUMP W/ BELT SCALES			%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] - [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Ton Asph	8.58%	37.89	20.54%	28.64%	102.29
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Ton Mix	138.9%	672.46	396.50	498.8	1780.51
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph	6.19 %	5.63%	5.92%	5.74 %	5.75%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC. MIX CONC.	1893.77	33805.05
10	NON SPEC. CONC.	474.62	5596.71
11	REJECTED	36.39	201.13
12	TOTAL	1804.15	33831.09
13	BEGIN ASPHALT INVENTORY (TANK STICK)	37	31 T
14	ASPHALT RECEIVED (INVOICE)	110	23 T
15	END ASPHALT INVENTORY (TANK STICK)	45	98 T
16	ASPHALT THRU PLANT [13] + [14] - [15]	101	56 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	2.07	T
18	ASPHALT USED [16] - [17]	99.49	T
19	MIX USED [([12] - [11]) ÷ (100 + [2])] x 100	1767	76 T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.6	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	6	179
HRS DELAY	4	15
TOTAL	10	194

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 285 °F

SHIFT WEATHER CONDITIONS

TEMP AM 54 F PM 73 F

(FAIR) CLOUDY RAIN WIND

BY INVOICE/TANK STICKING

MOIST. CONT.

21	WET WT. OF MIX SAM
22	DRY WT. OF MIX SAM
23	% MOISTURE [(21) -

REMARKS: LIST TIME &

LOT #

TIME SHIFT STARTS 6:

REPORT REVIEWED AN

INSPECTOR

CONTRACTOR Paul Baker

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. •

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO 8798 | PREFIX S-1087

SUPPLIER Sappoose Sand & Gravel | F.A. NUMBER ~~F-~~ OF 1(4) | DATE 8-13-68 | REPORT NO 4

DRUM DRIER CONTINUOUS | BRAND & GRADE OF ASPHALT AR-4000 SHELL | RES ENGINEER Paul Barnhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. C-15			TEST NO. C-16			TEST NO. C-17			LAB 6306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
30	2	98	45	2	98	10	1	99	98		
290	16	84	260	13	87	182	14	86	87	±6	
700	38	62	756	39	61	439	34	66	65	±6	
857	46	54	901	46	54	549	42	58	55		
1305	71	29	1382	70	30	891	68	32	33	±4	
1617	88	12	1710	87	13	1131	87	13	13	±4	
1753	95.2	4.8	1855	94.9	5.1	1237	94.9	5.1	5.0	±2.0	
1842	—	—	1955	—	—	1304	—	—			
		☒			☒			☒	5.7	±0.5	

	C.F	TIME 10:30 AM
AM	509.98	
PM	810.85	

	C.F	TIME 12:10 PM
AM	422.65	
PM	1157.35	

	C.F	TIME 2:10 PM
AM	361.01	
PM	1656.15	

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	C-14	C-15	C-16	C-17	SHIFT TOTAL
		METERING BELT SCALES	PUMP W/G		
ON ASPH	8.58%	32.89	20.54%	28.61	102.29
ON MIX	138.9%	672.96	396.50	498.8	1780.51
% ASPH	6.19 %	5.63%	5.92%	5.74 %	5.75%

MOIST. CONT. TEST NO.					
21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE [21 − 22] ÷ 22 × 100				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

LOT # A COLD FEED

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 6:00

TIME SUMMARY

		HRS RUN	HRS DELAY	TOTAL
SHIFT		6	4	10
ACCUM		179	15	194

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 265 °F

SHIFT WEATHER CONDITIONS

TEMP AM 54 F PM 73 F

FAIR CLOUDY RAIN WIND

BY INVOICE/TANK STICKING

K SUMMARY

ONCRETE	05
	96.74
TED	201.3
	3383.09
	31 T
	23 T
	98 T
	56 T
	07 T
	49 T
	76 T
	6 %

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR
Paul Barnhart By M. Morgan
RESIDENT ENGINEER

ARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

LOT #5 COLD FEED

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT NO. 8796

CONTRACTOR Baker Bros | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER F-1

MAKE, MODEL, SIZE OF PLANT BOEING 400 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR-4000 SHELL | RES. ENGINEER Paul

CLASS OF MIX 11B 11 | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOU

SIEVE SIZE	TEST NO C-18 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-19 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-20 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-21 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	32	3	97	18	2	98	29	3	97	~~26~~	~~2~~	98
1/2"	185	16	84	103	9	91	197	17	83	~~192~~	~~16~~	85
3/8"	463	40	60	430	37	63	487	43	57		40	60
#4	562	47	53	522	45	55	557	49	51			
#10	825	70	30	814	70	30	824	72	28		73	27
#40	1033	88	12	1010	87	13	1013	89	11		88	12
#200	1120	95.8	4.2	1095	94.5	5.2	1089	95.0	5.0		94.9	5.1
P–	1169	—	—	1153	—	—	1143	—	—			
ASPHALT %			B			B			B			B
SAMPLED AT	C,F	TIME 7:30 AM		C,F	TIME 10:30 AM		C,F	TIME 1:00 PM		C,F	TIME 1:30	
TONS REPRESENTED	658.57			1119.75			783.67			547.89		
DAILY TONNAGE AT TIME OF TEST	165,477			1151.67			2402.98			2796.42		

EXTRACTED ASPHALT COMP.

		TEST NO: C-18	C-19	C-20	C-21	
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23					%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT 3 – 4 Ton Asph	8.74	50.62	63.89	17.40	
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100 Ton Mix	165,47	986,20	1253,81	341.49	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	%	%	%	%	%
8	% ASPHALT IN MIX 6 ÷ 7 % Asph	5.28 %	5.3 %	5.10 %	5.10 %	%

Metering Pump V/S Belt Scales

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MIX TONNAGE	8747.51	SPEC MIX [illegible]
10	NON SPEC INCORP	783.87	NON SPEC INCORP 1620.87
11	REJECTED	256.50	REJECTED 256.50
12	TOTAL	4787.88	TOTAL 5624.88
13	BEGIN ASPHALT INVENTORY (TANK STICK)	45	70 T
14	ASPHALT RECEIVED (INVOICE)	248	23 T
15	END ASPHALT INVENTORY (TANK STICK)	50	63 T
16	ASPHALT THRU PLANT 13 + 14 – 15	243	30 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	14	63 T
18	ASPHALT USED 16 – 17	228	67 T
19	MIX USED [(12 – 11 ÷ (100 + 2)] x 100	453	.38 T
20	% ASPH IN MIX (18 ÷ 19) x 100	5.1	%

TIME SUMMARY

		SHIFT	ACCUM
HRS RUN		9	188
HRS DELAY		4	19
TOTAL		13	207

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 310 °F

MIX TEMP ON ROAD 260 °F

SHIFT WEATHER CONDITIONS

TEMP AM 56 F PM 71 F

FAIR CLOUDY RAIN WIND

BY TANK STICKING AND VOICE

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [(21 – 22) ÷ 22] x

REMARKS. LIST TIME & EXTENT O

LOT # 5

130.50 Ton Re

126.00 Ton "Re

TIME SHIFT STARTS: 6:00

REPORT REVIEWED AND ACKNO

Michael Bu

INSPECTOR

CONTRACTOR

Paul Barnhar

RESIDENT ENGINEER

(WHITE) [illegible]. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RE[illegible]NT ENGINEER • (PINK) REGION ENGR. • (GREEN)

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 2798 | PREFIX 5-1087
SUPPLIER: Scappoose Sand & Gravel | F.A. NUMBER (FAP-IF 114) | DATE 8-15-85 | REPORT NO 5
BATCH / ~~DRUM~~ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR-4000 SHELL | RES. ENGINEER: Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. C-19			TEST NO. C-20			TEST NO. C-21			LAB NO 6306		SIEVE SIZE
RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TOLERANCE %	
18	2	98	29	3	97	~~26~~	~~2~~	~~98~~	98		
103	9	91	197	17	83	~~44~~	~~18~~	~~85~~	87	±6	
430	37	63	487	43	57		40	60	65	±6	
522	45	55	557	49	51				55		
814	30	30	824	72	28		73	27	33	IA	
1010	87	13	1013	89	11		88	12	13	IA	
1095	94.8	5.2	1089	95.0	5.0		94.9	5.1	5.0	±2.0	
1153	—	—	1143	—	—						
		☐			☐			☐	5.1	±0.5	
TIME 1043	C.F 1119.75		TIME 1100	C.F 783.87		TIME 1:30	C.F 547.89		CIRCLE ALL FAILING TEST RESULTS		
	1151.67			2401.98			2746.42				

TEST NO:	C-18	C-19	C-20	C-21	
		METERING PUMP V/S BELT SCALES			%
ASPH	6.74	50.62	63.89	17.40	
MIX	165.47	986.20	1253.31	341.44	%
	%	%	%	%	%
ASPH	5.28%	5.3 %	5.10%	5.10%	%

MOIST. CONT. TEST NO: [X]

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [(21 – 22) ÷ 22] × 100

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

LOT # 5
130.50 TON Rej = Rej @ plant w/o street
126.00 TON "Rej" = good Mix Sold Commercially

TIME SHIFT STARTS: 6:00 TIME SHIFT ENDS: 7:00

K SUMMARY

[illegible]	[illegible]
C TONNAGE	87
TER	2.56 50
	5624.88
45	90 T
248	23 T
50	63 T
243	50 T
14	63 T
228	07 T
453	.38 T
5	.1 %

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	9	HRS RUN	188
HRS DELAY	4	HRS DELAY	19
TOTAL	13	TOTAL	207

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	310 °F
MIX TEMP. ON ROAD	260 °F
SHIFT WEATHER CONDITIONS	
TEMP AM 56 F	PM 71 F
FAIR CLOUDY RAIN WIND	
BY TANK STICKING AND VOICE	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mangan
INSPECTOR

CONTRACTOR

Paul Barnhart By M McKernan
RESIDENT ENGINEER

(BUFF) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

F-1+F5-A

SECTION Warm Springs — HIGHWAY Columbia River — CONTRACT NO. 879

CONTRACTOR Bablin Bros — SUPPLIER S. & G — F.A. NUMBER F-1+F 164

MAKE, MODEL, SIZE OF PLANT Boeing 400 — ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT — RES. ENGIN

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO. C-22 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-23 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	12	1	99				12	1	99			
1/2"	174	15	85				195	12	88			
1/4"	445	38	62				559	34	66			
4	581	49	51				735	45	55			
10	873	71	29				1132	69	31			
40	1437	88	12				1916	87	13			
200	1121	95.0	6.0				1541	93	6			
P—	1160	—	—				1631	—	—			
ASPHALT %												
SAMPLED AT	C, F	TIME 3:10 PM			TIME		C, F	TIME 6:15			TIME	
TONS REPRESENTED	812,91						548.39					
DAILY TONNAGE AT TIME OF TEST	3527.75						4492,23					

EXTRACTED ASPHALT COMP.

		TEST NO. C-22		TEST NO. C-23		
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	METERING PUMP W/S	%		%	
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	BELT SCALES				
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT 3 – 4	TON ASPH 37.98	%	63.62	%	%
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	TON MIX 781.33	%	1264.58	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	% ASPH 5.12%	%	5.03%	%	%
8	% ASPHALT IN MIX 6 ÷ 7					

MOIST. CONT.

		TES
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [(21 – 22) ÷ 22]	

REMARKS LIST TIME & EXTENT

LOT # 5–

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM	
9	SPEC MTRL INCORP		SPEC MTRL. INCORP	
10	NON SPEC INCORP		NON SPEC INCORP	
11	REJECTED		REJECTED	
12	TOTAL		TOTAL	
13	BEGIN ASPHALT INVENTORY (TANK STICK)			T
14	ASPHALT RECEIVED (INVOICE)	INFORMATION		T
15	END ASPHALT INVENTORY (TANK STICK)	ON		T
16	ASPHALT THRU PLANT 13 + 14 – 15	REPORT		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	# 5		T
18	ASPHALT USED 16 – 17			T
19	MIX USED [(12 – 11 ÷ (100 + 2)] x 100			T
20	% ASPHALT IN MIX (18 ÷ 19) x 100			%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN		HRS RUN
HRS DELAY		HRS DELAY
TOTAL		TOTAL
PRODUCTION RATE	TONS/HR	

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

TIME SHIFT STARTS

REPORT REVIEWED AND ACKNO

Michael B

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

[illegible]ROSE	HIGHWAY Columbia River	CONTRACT NO. 8796	PREFIX 5-1687
[illegible]/0.50	SUPPLIER S. E. G.	F.A. NUMBER ~~F-19-F~~ (4)	DATE 8-15-87 REPORT NO. 5-A
[illegible]400	☐ BATCH ☐ DRIER DRUM CONTINUOUS	BRAND & GRADE OF ASPHALT	RES. ENGINEER

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-23 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	C8496.306 MIX DESIGN	TOLERANCE %
[illegible]SS													
[illegible]%					12	1	99					96	
[illegible]					195	12	88					87	±6
[illegible]E					559	34	66					65	±6
[illegible]1					735	45	55					55	
[illegible]9					1132	69	31					33	±4
[illegible]4					1416	87	13					13	±4
[illegible]0					1541	93	6					5.0	±2.0
[illegible]—					1631	—	—						
												5.7	±0.5
[illegible]10 PM		TIME			C, F TIME 6:15				TIME				
[illegible]/					548.39								
					4492.23								

CIRCLE ALL FAILING TEST RESULTS

	TEST NO.	C-22		C-23		
[illegible]) 23		METERING PUMP W/S BELT SCALES	%		%	%
[illegible]x 100						
[illegible]TON ASPH		37.98	%	63.62	%	%
[illegible]IGN) TON MIX		761.33	%	1264.58	%	%
[illegible]% ASPH		5.12%	%	5.03%	%	%

MOIST. CONT. TEST NO.					
21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE [(21 − 22) ÷ 22] × 100				

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT # 5-A

TIME SHIFT STARTS TIME SHIFT ENDS

TANK SUMMARY

[illegible]C MTRL. INCORP		
[illegible]ON SPEC INCORP		
[illegible]JECTED		
[illegible]TAL		
[illegible]CK)		T
[illegible]ORMATION		T
[illegible]K)ON		T
[illegible]REPORT # 5		T
		T
[illegible]x 100		T
		%

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

LOT #6 COLD FEED

SECTION Warm Springs — HIGHWAY Columbia Riviera — CONTRACT NO. 87

CONTRACTOR Baker Bros — SUPPLIER Warm Springs Sand & G — F.A. NUMBER FETGF

MAKE, MODEL Boeing — SIZE OR PLANT 400 — BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL — RES. Pave

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐

SIEVE SIZE	TEST NO C-24 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-25 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-26 Accum RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-27 Accum RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	121	1	99	169	2	98	150	2	98	67	1	99
1/2"	1093	12	87	594	9	91	776	9	91	664	8	92
1/4"	1368	16	71	1700	29	71	2378	27	73	2810	35	65
4	202	14-10	61	206	10-7	64	277	18-13	60	200	16-10	55
10	548	38-27	34	752	38-27	33	831	55-40	33	715	56-36	29
40	371	20-19	15	1125	57-40	19	1232	82-60	13	1050	82-53	12
200	168	12-8.5	6.5	1288	69-46	5.5	1902	92.8-67.7	5.3	1182	92.6-60.2	41.8
P—	147			1397			1511			1266		
ASPHALT %	1936			Accum								
SAMPLED AT		TIME			TIME			TIME			TIME	
TONS REPRESENTED	944.93			1369.31			743.28			655.97		
DAILY TONNAGE AT TIME OF TEST	202.87			1687.0			2941.5			3173.57		

EXTRACTED ASPHALT COMP.

	TEST NO:	C-24	C-25	C-26	C-27	
1	WET WEIGHT OF MIX SAMPLE			METERING PUMP		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	%	%	VIS %	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100			BELTSCALES		
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT 3 - 4	Tons Asph 10,56	75,48	64,1	11,88	
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	Ton Mix 202,87	1484,13	1254,50	232,07	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	% Asph 5,20	5,10 %	5,11 %	5,11	%
8	% ASPHALT IN MIX 6 ÷ 7 2404,74	%	%	%	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [21 - 22] ÷

REMARKS: LIST TIME & EXTE

SAMPLES F
WERE SPLI
LOT #6

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MIX INCORP.	2870,21	SPEC MIX INCORP. 72
10	NON SPEC. INCORP.	1213,25	NON [redacted]
11	REJECTED	29,73	REJECTED 286,23
12	TOTAL	A113,19	TOTAL 9308,69
13	BEGIN ASPHALT INVENTORY (TANK STICK)	50,	63 T
14	ASPHALT RECEIVED (INVOICE)	218,	46 T
15	END ASPHALT INVENTORY (TANK STICK)	55,0	11 T
16	ASPHALT THRU PLANT 13 + 14 - 15	214,0	5 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	1,	50 T
18	ASPHALT USED 16 - 17	212,	55 T
19	MIX USED [(12 - 11) ÷ (100 + 2)] x 100	A083,	46 T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5,	2 %

TIME SUMMARY

SHIFT	HRS RUN	9	ACCUM HRS RUN	197
	HRS DELAY	1	HRS DELAY	20
	TOTAL	10	TOTAL	217
	PRODUCTION RATE			TONS/HR

TIME SHIFT STARTS 6:0

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 265 °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

(FAIR) CLOUDY RAIN WIND

134 INVOICE & TANK STICK

REPORT REVIEWED AND AC

INSPECTOR

CONTRACTOR Paul Bamha

RESIDENT ENGINEER

(WHITE) ...GR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RE...NT ENGINEER • (PINK) REGION ENGR • (GRE

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

Cascade Blvd	HIGHWAY Columbia River	CONTRACT NO 8798	PREFIX S-ICE-		
	SUPPLIER Cascade Sand & G	F.A. NUMBER FEFSF 1(4)	DATE 6-19-80	REPORT NO 6	
	☐ BATCH ☐ DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL		RES. ENGINEER Paul Barnhart		

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

A	TEST NO. C-25			TEST NO. C-26 Accum			TEST NO. C-27 Accum			JMF 306		SIEVE SIZE
PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	
%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
99	169	2	98	150	2	98	61	1	99	98		
87	594	9	91	776	9	91	664	8	92	87	± 6	
71	1700	29	71	2378	27	63	2810	35	65	65	± 6	
61	206	10-7	64	277	18-13	60	200	16-10	55	55		
34	752	38-27	33	831	55-40	33	715	56-36	29	33	± 4	
15	1125	57-40	19	1232	82-60	13	1050	82-53	12	13	± 4	
6.5	1288	63-46	5.5	1902	92.8-67.7	5.3	1182	92.6-69.2	4.8	5.0	± 2.0	
	1397			1511			1266					
	Accum									5.1	± 0.5	
	TIME			TIME			TIME			CIRCLE ALL FAILING TEST RESULTS		
93	1369.31			743.28			655.97					
87	1687.0			2941.5			3173.57					

COMP. TEST NO:	C-24	C-25	C-26	C-27	
	METERING	Pump			
TE TEST) 23	%	%	V/S	%	%
+ 21 x 100		BELTSCALES			
GATE					
3 - 8 TONS ASPH	10.56	75.48	69.1	11.86	
) x 100 TON MIX	202.07	1484.13	1254.50	232.07	%
MIX DESIGN) % ASPH	5.20	5.10 %	5.11 %	5.11 %	%
2404.74	%	%	%	%	%

MOIST. CONT. TEST NO:					
21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE (21 − 22) ÷ 22 x 100	X			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

SAMPLES FOR TODAY WERE SPLIT 3/8" — #4 — PAN

LOT # 6

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 5:00

ASPH. TANK SUMMARY

ACCUM	SPEC MIX ON JOB	72
	[redacted]	
	REJECTED	286.23
	TOTAL	9308.69
ANK STICK)	50.	63 T
	2.18	46 T
K STICK)	55.04	T
- 15	214.05	T
ETC.)	1.50	T
	212	55 T
2)) x 100	4083.	46 T
) x 100	5.2	%

TIME SUMMARY

SHIFT	HRS RUN	9	ACCUM HRS RUN	197
	HRS DELAY	1	HRS DELAY	20
	TOTAL	10	TOTAL	217

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	300	°F
MIX TEMP. ON ROAD	265	°F
SHIFT WEATHER CONDITIONS		
TEMP AM	F	PM F
(FAIR) CLOUDY RAIN WIND		
134 INVOICE & TANK STICK		

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Merrigan
INSPECTOR

CONTRACTOR
Paul Barnhart By M. MERRIGAN
RESIDENT ENGINEER

S • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

LOT # 6-A WHO FEED

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT NO 879
CONTRACTOR Barber Bros | SUPPLIER Scappoose S & G | F.A. NUMBER RET OF F
MAKE, MODEL, SIZE OF PLANT Boeing 400 | ☐ BATCH ☐ BATCH DRUM ☑ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. ENGR. Pau
CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ S

SIEVE SIZE	TEST NO. C-2E RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
3/4"	154	2	98									
1/2"	907	13	87									
1/4"	2915	45	(55)			~~SPLIT~~						
4	245	16-9	46									
10	835	55-30	(25)									
40	1227	81-44	11									
200	1407	92.5-50	5% 4.2									
P—	1520											
ASPHALT %			B			B			B			B
SAMPLED AT		TIME			TIME			TIME			TIME	
TONS REPRESENTED	462.97											
DAILY TONNAGE AT TIME OF TEST	403,44											

EXTRACTED ASPHALT COMP.

TEST NO: C-2E

						SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METERING PUMP %			%	%
3	DRY WT OF SAMPLE [[1] ÷ (100 + [2])] x 100	V/S BELT SCALE				
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] − [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 Ton Asph	45.26	%	%	%	214,74
7	% ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	8.79,83	%	%	%	4197,35
8	% ASPHALT IN MIX [6] • [7] % Asph	5,14 %	%	%	%	5,12

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.		
10	NON SPEC INCORP.		
11	REJECTED		
12	TOTAL		

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE) INFORMATION	T
15	END ASPHALT INVENTORY (TANK STICK) ON	T
16	ASPHALT THRU PLANT [13] + [14] − [15] REPORT	T
17	ASPHALT DEDUCTED (REJECTED, ETC.) # 6	T
18	ASPHALT USED [16] − [17]	T
19	MIX USED [([12] − [11] ÷ (100 + [2])] x 100	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN		
HRS DELAY		
TOTAL		

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F
MIX TEMP. ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND

MOIST. CONT.

		T
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [[21] − [22]] ÷ [2]	

REMARKS. LIST TIME & EXTEN

LOT # 6

TIME SHIFT STARTS

REPORT REVIEWED AND ACKN

INSPECTOR Michael K

CONTRACTOR Paul Bruchert

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

Ispose Bros | HIGHWAY: Columbia River | CONTRACT NO: 8796 | PREFIX: 5-1057

SUPPLIER: Grapeview S & G | F A NUMBER: RFTOF 1(4) | DATE: 8-19-84 | REPORT NO: 2-A

400 | ☐ BATCH ☐ DRUM ☒ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RES. ENGINEER: Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	LAB NO. 63076 MIX DESIGN	TOLERANCE %	SIEVE SIZE
98										96		
87										87	±6	
(55)	~~5###~~									65	±6	
46										45		
(25)										33	±4	
11										13	±4	
4.2										5.0	±2.0	
										5.1	±0.5	
	TIME			TIME			TIME					
4-97										CIRCLE ALL FAILING TEST RESULTS		
44												

MP. TEST NO: C-28

TEST) 23

2 11 x 100

TE

8

x 100 Ton Asph 45.26 % % % % 214.74

DESIGN Ton Mix 879.80 % % % % 4197.35

% Asph 5.14 % % % % 5.12

MEtering Pump % V/S BELT SCALE

SHIFT TOTAL %

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE	X			
22	DRY WT. OF MIX SAMPLE				
5	% MOISTURE [(21 – 22) ÷ 22] x 100				

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT # 6-A

TIME SHIFT STARTS TIME SHIFT ENDS

H. TANK SUMMARY

SPEC MTRL. INCORP.	X
NON SPEC INCORP.	
REJECTED	
TOTAL	

K STICK) T

FORMATION T

STICK) ON T

REPORT T

TC.) FF 6 T

T

)] x 100 T

100 %

TIME SUMMARY

SHIFT	HRS RUN	X	ACCUM HRS RUN	
	HRS DELAY	X	HRS DELAY	X
	TOTAL	X	TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Merrigan
INSPECTOR

CONTRACTOR

Paul Barnhart
RESIDENT ENGINEER

• (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

Lot #7 COLD FEED

DAILY PLANT REPORT — b.

SECTION: Warm Springs | HIGHWAY: Columbia River

CONTRACTOR: Baber Bros. | SUPPLIER: Simpson Sand & Gravel | F. NUMBER: F-[illegible]

MAKE, MODEL & SIZE OF PLANT: Boeing 400 "B" | BATCH / DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RE[illegible]

CLASS OF MIX | ☐ BITUMINOUS BASE | ☐ BASE | ☒ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO. C-29 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-30 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-31 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-32 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	P[illegible] %
3/4"	117	3	97	69	3	97	69	3	97			
1/2"	567	13	87	372	14	86	372	14	86			
1/4"	1718	38	62	993	38	62	993	38	62			
4												
10	3149	70	30	1835	70	30	1835	70	30			
40	3905	87	13	2290	87	13	2290	87	13			
200	4276	94.9	5.1	2492	95.2	4.8	2492	95.2	4.8			
P	4506	—	—	2618	—	—	2618	—	—			
ASPHALT %			B			B			B			B
SAMPLED AT	C.F	TIME 7:20		C.F	TIME 11:00		C.F	TIME		C.F	TIME	
TONS REPRESENTED	746.46			1004.53			1084.53					
DAILY TONNAGE AT TIME OF TEST	199.77			1293.16			2208.83					

EXTRACTED ASPHALT COMP.

		TEST NO: C-29	C-30	C-31	C-32	SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METER		NO PUMP		%
3	DRY WT OF SAMPLE { [1] ÷ (100 + [2]) } x 100			V/S	BELT	
4	DRY WT OF EXTRACTED AGGREGATE				SCALES	
5	WT OF EXTRACTED ASPHALT [3] - [4]			46.14		
6	% EXTRACTED ASPHALT ([5] ÷ [4]) x 100	Tot Asph 10,35	55.40	[redacted]		% 161.40
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Tot Mix 1997	1093.39	915.67		% 356.56
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph 5.18	5.11 %	5.10 %		% 5.11 %

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL INCORP.	2835.52	9465.24
10	NON SPEC INCORP.	—	2401.74
11	REJECTED	274.25	560.48
12	TOTAL	3099.77	12427.46
13	BEGIN ASPHALT INVENTORY (TANK STICK)	55.04 T	
14	ASPHALT RECEIVED (INVOICE)	165.93 T	
15	END ASPHALT INVENTORY (TANK STICK)	56.78 T	
16	ASPHALT THRU PLANT [13] + [14] - [15]	164.19 T	
17	ASPHALT DEDUCTED (REJECTED, ETC.)	13.99 T	
18	ASPHALT USED [16] - [17]	150.20 T	
19	MIX USED { ([12] - [11] ÷ (100 + [2]) } x 100	2835.52 T	
20	% ASPH IN MIX ([18] ÷ [19]) x 100	5.3 %	

TIME SUMMARY

		SHIFT	ACCUM
HRS RUN		6	223
HRS DELAY		4	24
TOTAL		10	247

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 305 °F

MIX TEMP. ON ROAD 265 °F

SHIFT WEATHER CONDITIONS

TEMP AM 55 F PM F

FAIR CLOUDY RAIN WIND

BY INJOKE & TANK STICKING

MOIST. CONT.

21	WET WT. OF MIX SAMPL
22	DRY WT. OF MIX SAMPL
23	% MOISTURE [21] - [2]

REMARKS: LIST TIME & E[illegible]

LOT #7

TIME SHIFT STARTS: 6:[illegible]

REPORT REVIEWED AND

Michael [illegible]
INSPECTOR

CONTRACTOR

Paul Ba[illegible]
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) R[illegible] ENT ENGINEER • (PINK) REGION ENGR. • (GR[illegible]

FORM 734 3083 (REV. 6-78)

DAILY PLANT REPORT — b.

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River — F.A. NUMBER: 3798 — PREFIX: S-1087

SUPPLIER: Scappoose Sand & Gravel — F.A. NUMBER: NHPF 1(4) — DATE: 8-20-80 — REPORT NO. 7

RATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT: AR 4000 SHELL — RES. ENGINEER: Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	TEST NO. C-30 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-31 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-32 RET. SINGLE SIEVE DRY WT.	%	PASS %	MIX DESIGN NO. 6306 MIX DESIGN %	TOLERANCE %
	69	3	97	69	3	97				98	
	372	14	86	372	14	86				87	±6
	993	38	62	993	38	62				65	±6
										55	
	1835	70	30	1835	70	30				33	±4
	2290	87	13	2290	87	13				13	±4
	2492	95.2	4.8	2492	95.2	4.8				5.0	±2.0
	2618	—	—	2618	—	—					
										5.1	±0.5
	C.F.	TIME 11:00		C.F.	TIME		C.F.	TIME		CIRCLE ALL FAILING TEST RESULTS	
	1004.53			1084.53							
	1293.16			2208.83							

	TEST NO:	C-29	C-30	C-31	C-32	SHIFT TOTAL
23			METERING	PUMP		%
100				V/S	BELT	
					SCALES	
				46.14		
	CU ASPH	10,35	55.40	[redacted]	%	161.40
	TON MIX	1997.7	1083.39	915.67	%	3596.96
	% ASPH	5.18	5.11%	5.10%	%	5.11%

MOIST. CONT. TEST NO: [X]

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE [(21 − 22) ÷ 22] × 100				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT #7 COLD FEED

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 9:00

TANK SUMMARY

MTR	5.24
SPEC. WOOD	74
CTED	46
	46
	04 T
	93 T
	78 T
	19 T
	99 T
	T
	52 T
	3 %

TIME SUMMARY

SHIFT	HRS RUN	6	ACCUM HRS RUN	223
	HRS DELAY	4	HRS DELAY	24
	TOTAL	10	TOTAL	247

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 505 °F

MIX TEMP. ON ROAD 265 °F

SHIFT WEATHER CONDITIONS

TEMP AM 55 F PM F

(FAIR) CLOUDY RAIN WIND

BY INVOICE & TANK TICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B. Merryman
INSPECTOR

CONTRACTOR

Paul Barnhart By M Merryman
RESIDENT ENGINEER

(ARY) CONST. DIVISION • (GOLDENROD) R) ENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR)

Lot # 8 COLD FEED

DAILY PLANT REPORT – BITUMINOUS MIXTU

SECTION: Warren Scappoose | HIGHWAY: Columbia River | CONTRACT NO.:
CONTRACTOR: Babler Bros | SUPPLIER: Scappoose Sand & Gravel | F.A. NUMBER: FAP
MAKE, MODEL, SIZE OF PLANT: Boeing 400 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RES
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-3332 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-34 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	P
3/4"	61	2	98									
1/2"	437	13	87									
1/4"	1199	35	65									
#4												
#10	2318	68	32									
#40	2937	86	14									
#200	3218	94.8	6.2									
P—	3397	—	—									
ASPHALT %			5.11									
SAMPLED AT	C.F	TIME	10:00 AM		TIME		C.F	TIME			TIME	
TONS REPRESENTED	477.58											
DAILY TONNAGE AT TIME OF TEST	113.59											

EXTRACTED ASPHALT COMP.

		TEST NO: C-33		C-34		SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METER MIX. PUMP	%			%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	V/S BELT SCALE				
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] – [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 Ton Aspn	5.90	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	113.59	%	%	%	%
8	% ASPHALT IN MIX [6] + [7] % Aspn	5.11	%	%	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMP	
22	DRY WT. OF MIX SAMP	
23	% MOISTURE ([21] – [2]	

REMARKS: LIST TIME & E

Lot # 8
COLD FEED

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.	477.58	ACCUM	SPEC MTRL. INCORP.	9930.82
10	SHIFT	NON SPEC. INCORP.		ACCUM	NON SPEC. INCORP.	2409.74
11	SHIFT	REJECTED	78.85	ACCUM	REJECTED	639.33
12	SHIFT	TOTAL	556.43	ACCUM	TOTAL	12974.89
13	BEGIN ASPHALT INVENTORY (TANK STICK)		56.	T		78 T
14	ASPHALT RECEIVED (INVOICE)		27.	T		835 T
15	END ASPHALT INVENTORY (TANK STICK)		54.	T		17 T
16	ASPHALT THRU PLANT [13] + [14] – [15]		30.	T		50 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		4.	T		0 T
18	ASPHALT USED [16] – [17]		26.	T		5 T
19	MIX USED ([12] – [11] ÷ (100 + [2])) x 100		477.	T		5E T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100		5.	%		5 %

TIME SUMMARY

SHIFT	HRS RUN	2	ACCUM	HRS RUN	225
SHIFT	HRS DELAY	11	ACCUM	HRS DELAY	35
SHIFT	TOTAL	13	ACCUM	TOTAL	260

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS 6:

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 260 °F
SHIFT WEATHER CONDITIONS
TEMP AM 55 F PM 75 F
FAIR CLOUDY RAIN WIND
BY TANK STICK & INVOICE

REPORT REVIEWED AND

INSPECTOR

CONTRACTOR Paul Bra

RESIDENT ENGINEER

(WHITE) ...GR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RE... N... NGINEER • (PINK) REGION ENGR. • (GR...

FORM 734-2083 (REV. 6-78)

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 8798 | PREFIX 5-1087

SUPPLIER: Sunroc Sand & Gravel | F.A. NUMBER FAUF 164 | DATE 8-21-82 | REPORT NO 8

RES. ENGINEER: Paul Barnhart

☒ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB 6306

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
TIME			

TEST NO. C-34	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
C.F	TIME		

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
	TIME		

SIEVE SIZE	MIX DESIGN %	TOLERANCE %
	98	
	87	±6
	65	±6
	55	
	33	±4
	13	±4
	5.0	±2.0
	5.1	±0.3

CIRCLE ALL FAILING TEST RESULTS

	TEST NO:	C-33	C-34	SHIFT TOTAL
ST) 23				
x 100		MEYER INC. PUMP %		
		V/S BELT SCALE		
100	Ton Aspn	5.90	%	%
SIGN)	Ton Mix	113.55	%	%
	% Aspn	5.11	%	%

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE										
22	DRY WT. OF MIX SAMPLE										
23	% MOISTURE [21 − 22] ÷ 22 × 100										

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT # 8

COLD FEED

TIME SHIFT STARTS 6:00 AM TIME SHIFT ENDS 7:00

TANK SUMMARY

SPEC MTL	9930.	82
NON SPEC	2409.	74
REJECTED	634.	33
TOTAL	12974.	89
TICK)	56.	78 T
	27.	35 T
ICK)	54.	17 T
	30.	50 T
)	A.	C T
	26.	5 T
x 100	477.	55 T
00	5.6	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	2	225
HRS DELAY	11	35
TOTAL	13	260

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 260 °F

SHIFT WEATHER CONDITIONS

TEMP AM 55 F PM 75 F

FAIR CLOUDY RAIN WIND

BY TANK STICK & INVOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Flanagan
INSPECTOR

CONTRACTOR

Paul Barnhart
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

LOT #7 CRD FEED

DAILY PLANT REPORT — BITUMINOUS MIXTU

SECTION Warren Seapoose | HIGHWAY Columbia River | CONTRACT NO

CONTRACTOR Barber Bros | SUPPLIER Seapoose Sand & Gravel | F.A. NUMBER

MAKE, MODEL, SIZE OF PLANT Boeing 400 | ☐ BATCH ☐ DRUM ☒ CONTINUOUS | BRAND & GRADE OF ASPHALT AC AR 2000 SAFAL

CLASS OF MIX "B" | ☐ BITUMINOUS BASE | ☒ BASE | ☐ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO. C-3433 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-3534 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %
3/4"	68	3	97				43	2	98		
1/2"	255	12	88				265	11	89		
3/8"	755	36	64				870	36	64		
A	974	46	54				1103	46	54		
#10	1460	69	31				1683	69	31		
#40	1826	87	13				2101	87	13		
#200	1968	94.7	5.3				2293	94.8	5.2		
P—	2100	100	0				2420	—	—		
ASPHALT %			5.7						5.7		
SAMPLED AT	C.F	TIME 8:00			TIME 10:15		C.F	TIME 10:15			TIME
TONS REPRESENTED	729.72						626.96				
DAILY TONNAGE AT TIME OF TEST	357.97						743.51				

EXTRACTED ASPHALT COMP.	TEST NO: C-34		C-35		SHIFT TOTAL
1 WET WEIGHT OF MIX SAMPLE					
2 % MOISTURE IN MIX (FROM SEPARATE TEST) [23]		METER ON DUMP W/S BELT SCALES			%
3 DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100					
4 DRY WT OF EXTRACTED AGGREGATE					
5 WT OF EXTRACTED ASPHALT [3 − 4]					
6 % EXTRACTED ASPHALT (5 ÷ 3) x 100 TON ASPH	20.47%	%	22.6%	%	%
7 % ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	357.97	%	365.9A	%	%
8 % ASPHALT IN MIX [6] ÷ [7] % Asph	5.72	%	5.73%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY	SHIFT	ACCUM
9 SPEC MTL INCORP.	1356.69	SPEC MTL INCORP. 29389.74
10 NON SPEC INCORP.		NON SPEC INCORP. 5596.74
11 REJECTED	75.20	REJECTED 276.5
12 TOTAL	1431.89	TOTAL 35262.78
13 BEGIN ASPHALT INVENTORY (TANK STICK)	54	17 T
14 ASPHALT RECEIVED (INVOICE)	81	59 T
15 END ASPHALT INVENTORY (TANK STICK)	54	17 T
16 ASPHALT THRU PLANT [13] + [14] − [15]	81	59 T
17 ASPHALT DEDUCTED (REJECTED, ETC)	−4.00	00 T
18 ASPHALT USED [16] − [17]	77	59 T
19 MIX USED [([12] − [11] ÷ 100 + [2])] x 100	1356.	69 T
20 % ASPHALT IN MIX ([18] ÷ [19]) x 100	5.7	%

TIME SUMMARY	SHIFT	ACCUM
HRS RUN	5	230
HRS DELAY	4	39
TOTAL	9	269
PRODUCTION RATE		TONS/HR

MIX TEMP & WEATHER SUMMARY	
AVERAGE TEMP. (PLANT)	300 °F
MIX TEMP. ON ROAD	260 °F
SHIFT WEATHER CONDITIONS	
TEMP AM 57 F	PM 75 F
FAIR CLOUDY RAIN WIND	
BY INDICE & TAPE TICKING	

MOIST. CONT.	
21	WET WT. OF MIX SA
22	DRY WT. OF MIX SA
23	% MOISTURE [21]

REMARKS: LIST TIME

LOT #

TIME SHIFT STARTS:

REPORT REVIEWED

INSPECTOR

CONTRACTOR Paul Bar

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLD) RESIDENT ENGINEER • (PINK) REGION ENGR.

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

Deschutes	HIGHWAY: Columbia River	CONTRACT NO. 8796	PREFIX 5-1087	
	SUPPLIER: Deschutes Sand & Gravel	F.A. NUMBER ~~F-TQF~~ (A)	DATE 8-22-80	REPORT NO. 9
CC	BATCH / DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT AR ACGC SAME	RES. ENGINEER Paul Barnhart	

☐ BITUMINOUS BASE ☑ ~~BASE~~ ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

3	TEST NO.			TEST NO. C-3534			TEST NO.			CAP 6306		
ASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%		%	
7				43	2	98				98		
8				265	11	89				87	±6	
64				870	36	64				65	±6	
4				1103	46	54				55		
				1683	69	31				33	±4	
3				2109	87	13				13	±4	
.3				2293	94.8	5.2				5.0	±2.0	
				2420	—	—						
5.7			B			B 5.7			B	5.7	±0.5	
00		TIME ~~10:15~~		C.F	TIME 10:15			TIME		CIRCLE ALL FAILING TEST RESULTS		
				626.96								
				743.51								

	TEST NO:	C-34		C-35		SHIFT TOTAL
ST) 23		METERING PUMP %				%
x 100				V/S		
				BELT SCALES		
0	TON ASPH	20.47 %	%	22.6 %	%	%
SIGN)	TON MIX	357.97 %	%	395.94 %	%	%
	% ASPH	5.72 %	%	5.73 %	%	%

MOIST. CONT. TEST NO: 1

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE ([21] – [22]) ÷ [22] × 100	X			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

HOT # 9 COLD FEED

TANK SUMMARY

EC	383[illegible]9.74	
ON SPEC	35[illegible]6.74	
EJECTED	276.5	
OTAL	35262.78	
ICK)	54	17 T
	81	59 T
CK)	54	17 T
	81	59 T
	-4.	CC T
	77	59 T
x 100	1356.	69 T
	6.	7 %

TIME SUMMARY

SHIFT	HRS RUN	5	ACCUM	HRS RUN	230
	HRS DELAY	4		HRS DELAY	39
	TOTAL	9		TOTAL	269

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 260 °F

SHIFT WEATHER CONDITIONS

TEMP AM 57 F PM 75 F

FAIR CLOUDY RAIN WIND

BY INERCE & TAPE TICKING

TIME SHIFT STARTS. TIME SHIFT ENDS

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mervyn
INSPECTOR

CONTRACTOR

Paul Barnhart M. Merriman
RESIDENT ENGINEER BY

CANARY) CONST. DIVISION • (GOLD[illegible]) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURE

LOT # 10

SECTION Wilson Scappoose — HIGHWAY Columbia River — CONTRACT NO. [illegible]

CONTRACTOR Baltz Bros. — SUPPLIER Scappoose Sand & Gravel — F.A. NUMBER FTG F-1(

MAKE, MODEL, SIZE OR PLANT Barber Greene 400 — BRAND & GRADE OF ASPHALT AR 4000-C Shell — RES

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-35 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
3/4"	43	2	98									
1/2"	266	15	83									
#4	612	35	65									
#8	720	41	59									
#10	1172	67	33									
#40	1499	86	14									
#200	1661	94.9	5.1									
F	1751	—	—									
ASPHALT %			5.17									
SAMPLED AT	C.F.	TIME 9:15 AM			TIME			TIME			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	78.54											

EXTRACTED ASPHALT COMP.

		TEST NO. C-36				SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METERING PUMP N/S BELT SLIES				%
3	DRY WT OF SAMPLE [1] : (100 + [2]) x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] - [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Tot Asph Plant	3.13 %	%	%	17.91
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Tot Asph Mix	61.12 %	%	%	34.18
8	% ASPHALT IN MIX [6] x [7]	% Asph	5.62	%	%	5.75

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM.
9	SPEC MTRL. INCORP.	156.78	SPEC MTRL. INCORP. 3542.52
10	NON SPEC INCORP.		NON SPEC INCORP. 55.74
11	REJECTED		REJECTED 27.5
12	TOTAL	156.78	TOTAL 3542.76
13	BEGIN ASPHALT INVENTORY (TANK STICK)	54.	17 T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)	37.	77 T
16	ASPHALT THRU PLANT [13] + [14] - [15]	16.	20 T
17	ASPHALT DEDUCTED (REJECTED, ETC)	7.	22 T
18	ASPHALT USED [16] - [17]	8.	18 T
19	MIX USED [([12] - [11]) ÷ (100 + [2])] x 100	156.78	T
20	% ASPH. IN MIX ([18] ÷ [19]) x 100	5.17	%

TIME SUMMARY

	SHIFT		ACCUM	
HRS RUN	2		HRS RUN	232
HRS DELAY	3		HRS DELAY	42
TOTAL	5		TOTAL	274

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F

MIX TEMP ON ROAD 285 °F

SHIFT WEATHER CONDITIONS

TEMP AM 55 F PM 72 F

(FAIR) CLOUDY RAIN WIND

BY TANK STICKING

9 INCHES

MOIST. CONT.

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [21] - [22]

REMARKS LIST TIME & EXT

LOT # 1

TIME SHIFT STARTS 10[illegible]

REPORT REVIEWED AND A[illegible]

Michael B[illegible]
INSPECTOR

CONTRACTOR

Paul Barth[illegible]
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) R[illegible] ENGINEER • (PINK) REGION ENGR. • (GRE[illegible]

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO 8396 | PREFIX S-1037
SUPPLIER Sceptre Sand & Gravel | F.A. NUMBER FRNF-1(4) | DATE 6-30-80 | REPORT NO 10
RES. ENGINEER Paul Burdett
HAUL (WITH PAVING CONTRACTOR) | BRAND & GRADE OF ASPHALT AR 4000 SHELL

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
TIME			

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
TIME			

TEST NO	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
TIME			

LAB (JOB) 6.5(6)

MIX DESIGN	TOLERANCE %	SIEVE SIZE
94		
87	± 6	
65	± 6	
55		
33	± 4	
13	± 4	
5.0	± 2.0	
5.7	± 0.2	

CIRCLE ALL FAILING TEST RESULTS

SHIFT TOTAL

TEST NO	C-36				
23	METERING PUMP W/S BELT SALES				
x 100					
TON ASPH	17.91 %	3.13 %	%	%	17.91 %
TON DRY AGGR	311.15 %	61.12 %	%	%	311.15 %
% ASPH	5.75	5.12 %	%	%	5.75

MOIST. CONT. TEST NO.

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [(21 − 22) ÷ 22] x 100

REMARKS LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

LOT # 10

TIME SHIFT STARTS 10:00 TIME SHIFT ENDS 3:15

TANK SUMMARY

(CK)	9546.	52 T
UN SPECIFICATION	5516.	74 T
JECTED	276.	5 T
OTAL	3542.	76 T
(CK)	54.	17 T
		— T
(CK)	37.	77 T
	16.	20 T
	7.	22 T
	8.	18 T
x 100	152.79	T
	5.7	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	2	HRS RUN	232
HRS DELAY	3	HRS DELAY	42
TOTAL	5	TOTAL	274

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F
MIX TEMP ON ROAD 285 °F
SHIFT WEATHER CONDITIONS
TEMP AM 55 F PM 72 F
(FAIR) CLOUDY RAIN WIND
BY TANK STICKING
9 INCHES

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B. Merriman
INSPECTOR
CONTRACTOR
Paul Burdett By M. Merriman
RESIDENT ENGINEER

(CANARY) CONST DIVISION • (GOLDENROD) R[illegible] ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

LOT #11 COLD FEED

DAILY PLANT REPORT — BITUMINOUS MIXTURES

SECTION Main Keefers | HIGHWAY Columbia River | CONTRACT NO E3[illegible]

CONTRACTOR Baker Rock | SUPPLIER Keefers Sand & | FA NUMBER ~~F-14~~ F-14

MAKE, MODEL, SIZE OF PLANT Barber Green 400 | BRAND & GRADE OF ASPHALT AC 10 Cowell | RES ENGINEER [illegible]

CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ ~~TOP~~ ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO C-376 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO C-377 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-378 RET SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-429 RET SINGLE SIEVE DRY WT.	%	PASS %
5/8	37	3	97	10	1	99	40	2	98	26	1	99
1/2"	195	15	85	222	16	84	181	8	92	301	12	88
1/4"	610	46	54	555	40	60	737	34	66	851	35	65
#4	700	53	47	693	49	51	918	43	57	1064	45	55
#10	980	75	25	1001	71	29	1457	68	32	1738	71	29
#40	1170	89	11	1234	88	12	1842	86	14	2139	88	12
#200	1256	95.8	4.2	1334	95.0	4.9	2016	94.1	5.6	2320	95.2	4.8
PAN	1311	100	—	1402	—	—	2135	—	—	2436	—	—
ASPHALT %												
SAMPLED AT	C.F	TIME 7:30 AM		C.F	TIME 10:00			TIME 11:00 AM		C.F	TIME 3:15	
TONS REPRESENTED	957.11			1053.66			843.68			677.46		
DAILY TONNAGE AT TIME OF TEST	432.25			1481.97			2539.57			3249.34		

EXTRACTED ASPHALT COMP.

		TEST NO	C-37	C-38	C-39	C-40	
1	WET WEIGHT OF MIX SAMPLE						
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		METERING PUMP		V/S BELT SCALES		%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100						
4	DRY WT OF EXTRACTED AGGREGATE						
5	WT OF EXTRACTED ASPHALT [3] - [4]						
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Tot Asph	21,32	53,56	54,72	37,62	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Tot Mix	432.25	1049.82	1657.26	709.77	%
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph	5.00	5.10	5.17	5.30	%

PRODUCTION TON. & ASPH. TANK SUMMARY

			SHIFT	ACCUM
9	SPEC MTRL INCORP.	4188.69	33736.21	
10	NON SPEC INCORP.	957.11	6553.85	
11	REJECTED	49.71	226.21	
12	TOTAL	5193.51	40615.27	
13	BEGIN ASPHALT INVENTORY (TANK STICK)	37.97	T	
14	ASPHALT RECEIVED (INVOICE)	281.84	T	
15	END ASPHALT INVENTORY (TANK STICK)	42.51	T	
16	ASPHALT THRU PLANT [13] + [14] - [15]	277.3	T	
17	ASPHALT DEDUCTED (REJECTED, ETC)	-3.0	T	
18	ASPHALT USED [16] - [17]	274.3	T	
19	MIX USED ([18] ÷ [6]) x 100	5143.80	T	
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.3	%	

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	242
HRS DELAY	4	46
TOTAL	14	288

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 310 °F

MIX TEMP ON ROAD 265 °F

SHIFT WEATHER CONDITIONS

TEMP AM 55 °F PM 70 °F

FAIR CLOUDY RAIN WIND

BY INVOICE & TANK STICKING

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] - [22]) ÷ [22]	

REMARKS LIST TIME & EXTENT O

LOT # 11 cont

TIME SHIFT STARTS 6:00

REPORT REVIEWED AND ACKNOW

Michael B.

INSPECTOR

CONTRACTOR Paul Barnhart

RESIDENT ENGINEER

(WHITE) [illegible] OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RES[illegible]NT ENGINEER • (PINK) REGION ENGR • (GREEN) C

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River
SUPPLIER: Sloan Basalt
CONTRACT NO: 8716
FA NUMBER: F-14(9)
PREFIX: 5 1087
DATE: 8-27-80
REPORT NO: 11
BRAND & GRADE OF ASPHALT: AR ACBC SHELL
RES ENGINEER: Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. C-37			TEST NO. C-38			TEST NO. C-39			TEST NO. C-40		
RET. SINGLE SIEVE DRY WT.	%	PASS %	RET SINGLE SIEVE DRY WT.	%	PASS %	RET SINGLE SIEVE DRY WT	%	PASS %	LAB NO. 16306 MIX DESIGN	%	SIEVE SIZE
10	1	99	40	2	98	26	1	99	98		
222	16	84	181	8	92	301	12	88	87	16	
555	40	60	737	34	66	651	35	65	65	16	
693	49	51	918	43	57	1064	45	55	53		
1001	71	29	1457	68	32	1238	71	29	33	±4	
1238	88	12	1842	86	14	2139	88	12	13	±4	
1334	95.0	4.9	2016	94.1	5.6	2320	95.2	4.8	5.0	10.0	
1402	—	—	2135	—	—	2436	—	—			
C.F	TIME 10:00			TIME 11:00 AM		C.F	TIME 3:15		5.1	10.5	
653.66			653.68			677.46					
1481.97			2539.37			3249.34					

CIRCLE ALL FAILING TEST RESULTS

METERING - PUMP V/S BELTSCALES

ASPH	21.32	53.56	54.72	37.64	%
MIX	432.25	1049.42	1057.76	709.77	%
ASPH	5.00	5.10	5.17	5.30	%

MOIST. CONT. TEST NO.

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [(21 - 22) ÷ 23] × 100	

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

LOT # 11 COLD FEED

SUMMARY

BP	21
	3.85
26	21
15	27
1.	97 T
.	84 T
2	51 T
	T
3 .	0 T
24,	3 T
13.	80 T
5,	3 %

TIME SUMMARY

SHIFT			ACCUM.		
	HRS RUN	10		HRS RUN	242
	HRS DELAY	4		HRS DELAY	46
	TOTAL	14		TOTAL	288

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 310 °F
MIX TEMP ON ROAD 265 °F
SHIFT WEATHER CONDITIONS
TEMP AM 55 °F PM 70 °F
FAIR CLOUDY RAIN WIND
BY INVOICE
TANK TICKING

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 8:00

REPORT REVIEWED AND ACKNOWLEDGED BY

INSPECTOR Michael B. Mangan

CONTRACTOR Paul Barnhart By M. Mangan
RESIDENT ENGINEER

INST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

HMA-II-A SHLD FEED

CONTRACTOR Bolton Brothers — HIGHWAY Columbia River — CONTRACT NO. 0798

MAKE, MODEL, SIZE OF PLANT Barber Greene 400 — SUPPLIER S.S.G. — F.A. NUMBER HSIGF 1(4)

RES. ENGINEER P. Bar

CLASS OF MIX "B" — ☐ BATCH ☐ DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDE

SIEVE SIZE	TEST NO. C-A-1-70 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	LAB MIX DESIG
5/8"	11	1	99										98
1/2"	214	13	87										87
1/4"	555	34	66										65
4	716	44	56										55
10	1146	71	29										33
40	1407	88	12										13
#200	1538	95.6	4.4										5
Pan	1609	—	—										5.0
ASPHALT %			ⓐ			ⓐ			ⓐ			ⓐ	
SAMPLED AT		TIME 9:45			TIME			TIME			TIME		
TONS REPRESENTED DAILY TONNAGE AT TIME OF TEST	3844.5												

EXTRACTED ASPHALT COMP.

TEST NO. C-11 — SHIFT TOTAL

1	WET WEIGHT OF MIX SAMPLE	METERING PUMP W/S BEAT SCALES			
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]				%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100				
4	DRY WT OF EXTRACTED AGGREGATE				
5	WT OF EXTRACTED ASPHALT [3] - [4]				274.89
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 TONS ASPH 31.70	%	%	%	5380.65
7	% ASPHALT RETENTION (FROM MIX DESIGN) TON MIX 645.16	%	%	%	5.11 %
8	% ASPHALT IN MIX [6] ÷ [7] % ASPH 5.0%	%	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.		
10	NON SPEC INCORP.		
11	REJECTED		
12	TOTAL		

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE) INFORMATION	T
15	END ASPHALT INVENTORY (TANK STICK) ON	T
16	ASPHALT THRU PLANT [13] + [14] - [15] REPORT	T
17	ASPHALT DEDUCTED (REJECTED, ETC.) # 11	T
18	ASPHALT USED [16] - [17]	T
19	MIX USED ([12] [11] ÷ (100 + [2]) x 100	T
20	% ASPH IN MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

	SHIFT	ACCUM.
HRS RUN		
HRS DELAY		
TOTAL		

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	°F
MIX TEMP ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

MOIST. CONT. TEST NO

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] - [22]) ÷ [22] x 10

REMARKS: LIST TIME & EXTENT OF

TIME SHIFT STARTS

REPORT REVIEWED AND ACKNOWLE

Michael B

INSPECTOR

CONTRACTOR Paul Barnhart

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CO

PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO.: 8798 | PREFIX: 5 1067

SUPPLIER: S. & H. | F.A. NUMBER: HSIP-1(4) | DATE: 8-27 | REPORT NO: 11-A

~~BATCH~~ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RES. ENGINEER: P. Barnhart

BITUMINOUS BASE ☐ | BASE ☐ | ~~TOP~~ ☒ | PATCHING ☐ | SHOULDERS ☐ | MEDIAN ☐

TEST NO.			TEST NO.					
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	LOT NO. 1 2 3 4 5		
DRY WT.	%	%	DRY WT.	%	%	MIX DESIGN %	TOLERANCE %	SIEVE SIZE
						98		
						87	±6	
						65	±6	
						55		
						33	±4	
						13	±4	
						5.0	±2.0	
						5.1	±0.5	
TIME			TIME					

CIRCLE ALL FAILING TEST RESULTS

C-11 | SHIFT TOTAL

EGER INC. PUMP V/S BELT SCALE 3

31.70	%	%	%	274.89
645.16	%	%	%	5380.65
5.0%	%	%	%	5.11 %

MOIST. CONT. TEST NO

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [(21 – 22) ÷ 22] × 100	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

RY

TIME SUMMARY

		SHIFT	ACCUM
	HRS RUN		HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

TIME SHIFT STARTS ——— TIME SHIFT ENDS ———

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

T	AVERAGE TEMP (PLANT) °F
T	MIX TEMP ON ROAD °F
T	SHIFT WEATHER CONDITIONS
T	TEMP AM F PM F
T	FAIR CLOUDY RAIN WIND
T	
%	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Merrigan
INSPECTOR

CONTRACTOR
Paul Barnhart By M. Merrigan
RESIDENT ENGINEER

VISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

LOT # 12 COLD FEED

SECTION Wanapum Scappoose — HIGHWAY Columbia River — CONTRACT NO

CONTRACTOR Babler Bros — SUPPLIER Scappoose Sand & G — NUMBER FA-9

MAKE, MODEL, SIZE OF PLANT Boeing 400 — BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL

CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-42 DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-43 DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-44 DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C- DRY WT.	RET. SINGLE SIEVE %
3/4"	25	1	99	11	1	99	24	2	98	44	3
1/2"	203	9	91	188	9	91	164	13	87	211	13
1/4"	758	33	67	699	29	71	627	40	60	581	36
4	947	41	59	753	37	63	939	48	52	763	48
10	1553	67	33	1341	66	34	450	73	27	1130	70
40	1999	86	14	1754	86	14	+238	88	12	1415	88
200	2155	94.7	6.3	1931	94.6	5.4	1238	95.8	4.2	1526	95.4
P—	2311	—	—	2041	—	—	1292	—		1699	—
ASPHALT %											
SAMPLED AT	C.F	TIME 7:45		C.F	TIME 11:00AM		C.F	TIME 1:00PM		C.F.	TIME
TONS REPRESENTED	1126.35			1826.18			2683.66			395	
DAILY TONNAGE AT TIME OF TEST	426.53										

EXTRACTED ASPHALT COMP. TEST NO.	C-42	C-43	C-44	C-45	C-46
1 WET WEIGHT OF MIX SAMPLE					
2 % MOISTURE IN MIX (FROM SEPARATE TEST) [23]	METERING PUMP / US BELT				
3 DRY WT OF SAMPLE [1] : (100 + [2]) x 100				3 TIMES	
4 DRY WT OF EXTRACTED AGGREGATE					
5 WT OF EXTRACTED ASPHALT [3] – [4]					
6 % EXTRACTED ASPHALT ([5] : [3]) x 100 Tons Asph	20.76%	20.50%	94.02%	64.78%	34.22%
7 ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix	426.53	1319.63	857.48	127.51	661.84
8 % ASPHALT IN MIX [6] ÷ [7] % Asph	4.9 %	5.10 %	5.13 %	5.10 %	5.17 %

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM.
9	SPEC MIX	1954.09	35689.30
10	NON SPEC	2982.70	9536.55
11	REJECTED	102.73	428.94
12	TOTAL	5039.52	45654.79
13	BEGIN ASPHALT INVENTORY (TANK STICK)	42	51 T
14	ASPHALT RECEIVED (INVOICE)	256.	88 T
15	END ASPHALT INVENTORY (TANK STICK)	38.	88 T
16	ASPHALT THRU PLANT [13] + [14] – [15]	260.	51 T
17	ASPHALT DEDUCTED (REJECTED, ETC)	5.	30 T
18	ASPHALT USED [16] – [17]	255.	21 T
19	MIX USED ([12] – [11] : (100 + [2])) x 100	4936.79	T
20	% ASPHALT IN MIX ([18] – [19]) x 100	5.	1 %

TIME SUMMARY

SHIFT		ACCUM.	
HRS RUN	11	HRS RUN	252
HRS DELAY	2	HRS DELAY	48
TOTAL	13	TOTAL	300

PRODUCTION RATE 400 TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 280 °F

MIX TEMP ON ROAD 275 °F

SHIFT WEATHER CONDITIONS

TEMP AM 53 F PM 68 F

FAIR CLOUDY RAIN WIND

BY INVOICE & TANK STICKING

MOIST. CON

21 WET WT. OF MI

22 DRY WT OF M

23 % MOISTURE

REMARKS: LIST T

SHIFT TOTAL

TON ASPH

TON MIX

% ASPH

TIME SHIFT STAR

REPORT REVIE

INSPECTOR

CONTRACTOR Paul

RESIDENT ENG

(WHITE) OWNER OF MATERIALS • (CANARY) CONST DIVISION • (GOLD) ROD[illegible] RESIDENT ENGINEER • (PINK) REGION EN

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River — CONTRACT NO 8798 — PREFIX 5-1087

SUPPLIER Scappoose Sand & G — NUMBER FHPF-1(4) — DATE 8-29-85 — REPORT NO 12

RES. ENGINEER Paul Barnhart

BRAND & GRADE OF ASPHALT AR 4000 SHELL

BATCH / DRUM / CONTINUOUS

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	MIX DESIGN	TOLERANCE %	TEST NO. C-43-47 RET. SINGLE DRY WT.	RET. SINGLE %	PASS %	TEST NO. C-44-47 RET. SINGLE DRY WT.	RET. SINGLE %	PASS %	TEST NO. C-45-47 RET. SINGLE DRY WT.	RET. SINGLE %	PASS %
	98		11	1	99	24	2	98	AA	3	97
	87	±6	188	9	91	164	13	87	211	13	87
	65	±6	599	29	71	627	40	60	581	36	64
	55		753	37	63	939	48	52	763	48	52
	33	±4	1341	66	34	450	73	27	1130	70	30
±4	13		1754	86	14	+238	88	12	1415	88	12
	5.0	±2.0	1931	94.6	5.4	1238	95.8	4.2	1526	95.4	4.6
			2041	—	—	1292	—		1699	—	—
	5.1	±0.5									

1145 C.F. TIME 11:00 AM — 1826.18

C.F. TIME 1:00 PM — 2683.66

C.F. TIME 3:50 PM — 3955.17

CIRCLE ALL FAILING TEST RESULTS → ~~1~~ 2

TEST NO:	C-42	C-43	C-44	C-45	C-46
(TEST) 23	METERING PUMP/US BELT 3 TIMES				
23 x 100					
100 TONS ASPH	20.76 %	20.80 %	94.02 %	64.78	34.22
(DESIGN) TON MIX	426.33	1319.65	857.48	1271.51	661.84
% ASPH	4.9 %	5.10 %	5.13 %	5.10 %	5.17 %

MOIST. CONT. TEST NO:

21 WET WT. OF MIX SAMPLE

22 DRY WT. OF MIX SAMPLE

23 % MOISTURE [21] − [22] ÷ [22] × 100

REMARKS. LIST TIME & EXTENT OF DELAYS (PLANT, TRUCKING, ETC.)

SHIFT TOTAL

TON ASPH

TON MIX

% ASPH

3/4" - 71 - 5 - 95

1/2" - 187 - 13 - 87

1/4" - 566 - 40 - 60

10 - 686 - 48 - 52

40 - 1022 - 72 - 28

200 - 1250 - 88 - 12

P — 1353 - 95.5 - 4.5

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 7:00

TANK SUMMARY

SPEC MIX	95689.30	
NON SPEC	7536.55	
REJECTED	428.94	
TOTAL	45654.79	
(STICK)	42	51 T
	256.88	T
(STICK)	38.88	T
	260.51	T
(TC)	5.	30 T
	255.21	T
)] x 100	A936.9	T
100	5.1	%

TIME SUMMARY

	SHIFT	ACCUM.
HRS RUN	11	252
HRS DELAY	2	48
TOTAL	13	300

PRODUCTION RATE 400 TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 280 °F

MIX TEMP. ON ROAD 275 °F

SHIFT WEATHER CONDITIONS

TEMP AM 53 F PM 68 F

FAIR (CLOUDY) RAIN WIND

BY INVOICE & TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mervyn

(INSPECTOR)

CONTRACTOR

Paul Barnhart by M. Merryman

RESIDENT ENGINEER

• (CANARY) CONST DIVISION • (GOLD) RODUCT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

Cold Feed LOT #13

DAILY PLANT REPORT — BITUMINOUS MIXTU

SECTION: Warm Lagoppoose — HIGHWAY: Columbia River — CONTRACT NO.:
CONTRACTOR: Babler Bros — SUPPLIER: Lagoppoose Sand & G — F.A. NUMBER: RFFQ
MAKE, MODEL, SIZE OF PLANT: Boeing 400 — ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT: AR 4000 SHELL
CLASS OF MIX: "B" — ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-47			TEST NO. C-48			TEST NO. C-49			TEST NO.		
	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		
	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	
3/4"	20	1	99	0	0	100	91	3	97			
1/2"	130	7	93	133	8	92	167	13	87			
1/4"	516	29	71	429	26	74	381	29	71			
#4	715	40	60	590	36	64	528	40	60			
#10	1192	67	33	1162	71	29	884	68	32			
#40	1538	86	13	1373	84	16	1124	86	14			
#200	1696	95.0	5.0	1596	97.8	5.2	1234	94.7	5.3			
P	1786	—	—	1631	—	—	1303	—	—			
ASPHALT %			8			8			8			8
SAMPLED AT	C.F	TIME 7:30		C.F	TIME 11:00		C.F	TIME 12:00			TIME	
TONS REPRESENTED	716.16			208.33			495.31					
DAILY TONNAGE AT TIME OF TEST	282.86			1149.51			1899.53					

EXTRACTED ASPHALT COMP.	TEST NO	C-47	C-48	C-49		SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	Metering Pump % N/S		%	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100		Belt Scales			
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] - [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100 Ton Asph	8.86	44.54	38.52	%	106.54
	% ASPHALT RETENTION (FROM MIX DESIGN) Ton Mix		866.65	750.02	%	2084.39
8	% ASPHALT IN MIX [6] ÷ [7] %	5.12	5.13	5.13	%	4.9 %

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT		ACCUM.	
9	SPEC MIX IN HRP	1214	69	SPEC MIX	36900 99
10	NON SPEC	868	33	NON SPEC	10344 88
11	REJECTED	107	6.2	REJECTED	536 56
12	TOTAL	2127	64	TOTAL	47782 43
13	BEGIN ASPHALT INVENTORY (TANK STICK)	38.88	T		
14	ASPHALT RECEIVED (INVOICE)		T		
15	END ASPHALT INVENTORY (TANK STICK)	73.15	T		
16	ASPHALT THRU PLANT [13] + [14] - [15]		T		
17	ASPHALT DEDUCTED (REJECTED, ETC)	5.49	T		
18	ASPHALT USED [16] - [17]		T		
19	MIX USED ([12] [11] : (100 + [2]) x 100	2020.02	T		
20	% ASPHALT IN MIX ([18] : [19]) x 100		%		

TIME SUMMARY

SHIFT	HRS RUN	4	ACCUM HRS RUN	256
	HRS DELAY	3	HRS DELAY	51
	TOTAL	7	TOTAL	307
	PRODUCTION RATE	400 TONS/HR		

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP ON ROAD 275 °F
SHIFT WEATHER CONDITIONS
TEMP AM 51 F PM 69 F
FAIR CLOUDY RAIN WIND
BY INVOICE & TANK STICKING

MOIST. CONT.

21	WET WT. OF MIX SAM
22	DRY WT. OF MIX SAM
23	% MOISTURE ([21] -

REMARKS: LIST TIME &
LOT # 1
PLANT BRE
RAPAIRE
TIME SHIFT STARTS. C

REPORT REVIEWED AN
INSPECTOR
CONTRACTOR
Paul Barn
RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR •

LY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 8798 | PREFIX S-1087

SUPPLIER: Koppers Sand & G | F.A. NUMBER RRTOF 16(4) | DATE 8-29-90 | REPORT NO 13

☐ BATCH ☐ DRIER DRUM ☑ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. ENGINEER Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☑ ~~TOP~~ ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. C-4843			TEST NO. C-4945			TEST NO.			9498306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
0	0	100	91	3	97				98		
33	8	92	167	13	87				87	±6	
329	26	74	381	29	71				65	±6	
490	36	64	528	40	60				55		
862	71	29	884	68	32				33	±4	
973	84	16	1124	86	14				13	±4	
1196	94.8	5.2	1234	94.7	5.3				5.0	±2.0	
1231	—	—	1303	—	—						
☐			☐			☐			☐		
									5.1	±0.5	
C.F.	TIME 11:00		C.F.	TIME 12:00			TIME		CIRCLE ALL FAILING TEST RESULTS		
	208.33			495.51							
	1149.51			1899.53							

TEST NO:	C-47	C-48	C-49		SHIFT TOTAL
	Metering Pump %	Belt Scales %			%
SPH	8.86	44.54	38.62	%	106.51
MIX		866.65	750.02	%	2184.31
	5.12	5.13	5.13	%	4.9 %

MOIST. CONT.	TEST NO:				
21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE (21 − 22) ÷ 22 × 100	X			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT # 13 COLD FEED

PLANT BROKE DOWN @ 12:30 PM
RAPAIRED @ 2:00 PM

TIME SHIFT STARTS 6:00 AM TIME SHIFT ENDS 1:00

SUMMARY		
9000	99	
344	88	
536	56	
782	43	
38.	88	T
		T
73.	15	T
		T
5.	99	T
		T
20.	02	T
		%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	4	HRS RUN	256
HRS DELAY	3	HRS DELAY	51
TOTAL	7	TOTAL	307

PRODUCTION RATE 400 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP ON ROAD 225 °F

SHIFT WEATHER CONDITIONS

TEMP AM 51 F PM 69 F

(FAIR) CLOUDY RAIN WIND

BY INVOICE & TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mangan
INSPECTOR

Paul Barnhart By M. Merrigan
CONTRACTOR
RESIDENT ENGINEER

CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

LOT # 14 COLD FEED

SECTION Wayne Scappoose | HIGHWAY Columbia River | CONTRACT NO. 87
CONTRACTOR Baker Bros. | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER PROJ OF 1(
MAKE, MODEL, SIZE OF PLANT Boeing 400 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RESIDENT Pat
CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐

SIEVE SIZE	TEST NO. C-5-0-1 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-5-1 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
5/8"	22	1	99	63	3	97						
1/2"	265	10	90	335	14	86						
1/4"	858	34	66	789	34	66						
#4				994	43	57						
#10	1722	68	32	1562	68	32						
#40	2200	86	14	1988	86	14						
#80	2420	94.7	5.3	2178	94.6	5.4						
#200	2555	—	—	2301	—	—						
ASPHALT %			5.1									
SAMPLED AT	C.F	TIME 9:30		C.F	TIME 11:30			TIME			TIME	
TONS REPRESENTED	530.56			239.5								
DAILY TONNAGE AT TIME OF TEST	2362 [redacted]			824.91								

EXTRACTED ASPHALT COMP.	TEST NO	C-50	C-51			3 SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]					
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] - [4]					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Ton Asph	12.17%	31.01%	%	% 43.18
7	ASPHALT RETENTION (FROM MIX DESIGN)	Ton Mix	236.21	588.70	%	% 824.91
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph	5.15%	5.20%	%	% 5.2%

METERING – Pump V/S Belt Scales

MOIST. CONT.	
21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] – [22])

REMARKS: LIST TIME & EXTE
LOT # 1

PRODUCTION TON. & ASPH. TANK SUMMARY

			SHIFT	ACCUM
9	SPEC MTRL INCORP.	1760.06	SPEC MTRL INCORP.	37671.05
10	NON SPEC INCORP.	—	NON SPEC INCORP.	10349.88
11	REJECTED	31.09	REJECTED	567.65
12	TOTAL	801.15	TOTAL	48583.58
13	BEGIN ASPHALT INVENTORY (TANK STICK)	73.		15 T
14	ASPHALT RECEIVED (INVOICE)	0		T
15	END ASPHALT INVENTORY (TANK STICK)	29.		87 T
16	ASPHALT THRU PLANT [13] + [14] – [15]	43.		28 T
17	ASPHALT DEDUCTED (REJECTED, ETC)	1.		50 T
18	ASPHALT USED [16] – [17]	41.		78 T
19	MIX USED ([12] ÷ (100 + [2])) x 100	770.		06 T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.		4 %

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	5	261
HRS DELAY	5	56
TOTAL	10	317

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS: 6:00

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 280 °F
SHIFT WEATHER CONDITIONS
AM 59 F PM 70 F
CLEAR CLOUDY RAIN WIND
BY TANK STICKING & INVOICE

REPORT REVIEWED AND AC
INSPECTOR Michael
CONTRACTOR P. Barnhart
RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD [redacted] ENT ENGINEER • (PINK) REGION ENGR. • (GRE

Y PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 8798 | PREFIX 5-1037
SUPPLIER: Scappoose Sand & Gravel | F.A. NUMBER [illegible] 1(4) | DATE 9-2-80 | REPORT NO. [illegible]
RESIDENT ENGINEER: Paul Barnhart
BATCH / DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL
☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ [illegible]

TEST NO. C-51			TEST NO.			TEST NO.			LAB NO. 6306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
23	3	97							98		
335	14	86							87	±6	
789	34	66							65	±6	
994	43	57							15		
762	68	32							33	±A	
988	86	14							13	±A	
1178	99.6	3.4							5.0	±2.0	
1301	—	—									
		☒			☒			☒	5.1	±0.5	
C.F	TIME 8:30			TIME			TIME		CIRCLE ALL FAILING TEST RESULTS		
239.5											
824.91											

TEST NO	C-50	C-51			3 SHIFT TOTAL
METERING: PUMP VS BELT SCALES					
					%
ASPH	12.17%	31.01%	%	%	43.18
MIX	236.21	588.70	%	%	824.91
ASPH	5.15%	5.20%	%	%	5.2%

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [21 – 22] ÷ 22 × 100	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT # 1A COLD FEED

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 4:30

SUMMARY

[illegible] CORP	0 5
	349.88
D	567.65
	8583.58
	73. 15 T
	0 T
	29. 87 T
	43. 28 T
	50 T
	1. 78 T
	770. 06 T
	3. 4 %

TIME SUMMARY

SHIFT	HRS RUN	5	ACCUM HRS RUN	261
	HRS DELAY	5	HRS DELAY	166
	TOTAL	10	TOTAL	317

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 280 °F
SHIFT WEATHER CONDITIONS
AM 59 F PM 70 F
CLEAR CLOUDY RAIN WIND
BY JANE STICKING
4 INVOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Monyan
INSPECTOR
P. Barnhart By M. Merrigan
CONTRACTOR
RESIDENT ENGINEER

(BUFF) CONST. DIVISION • (GOLDENROD) [illegible]NT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURE

LOT #1E (OLD) 1E

SECTION Warm Sapporee | HIGHWAY Columbia River | CONTRACT NO. 87
CONTRACTOR Baber Bros. | SUPPLIER Sapporee Sand & Gravel | F.A. NUMBER [illegible] 14
MAKE MODE SIZE OF PLANT Boeing 400 | BATCH / DRUM MIXER / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. P
CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-525 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO C-53 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-545 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	0	0	100	25	1	99	12	1	99			
1/2"	203	13	87	316	14	86	111	7	93			
1/4"	531	34	66	791	36	64	456	29	71			
#4	668	43	57	966	45	55	609	39	61			
#10	1063	68	32	1513	70	30	1018	66	34			
#40	1340	86	14	1902	88	12	1320	85	15			
#200	1467	94.2	5.8	2065	95.3	4.7	1454	94.0	6.0			
P—	1558	—	—	2166	—	—	1546	100	0			
ASPHALT %			[8] 5.2			[8] 5.2			[8] 5.2			[8]
SAMPLED AT	LF	TIME 9:00 AM		LF	TIME 3:00			TIME 6:00 AM			TIME	
TONS REPRESENTED	853.83			596.0			305.01					
DAILY TONNAGE AT TIME OF TEST	507.00			1200.67			1700.0					

EXTRACTED ASPHALT COMP.	TEST NO:	C-52	C-53	C-54		SHIFT TOTAL
1	WET WEIGHT OF MIX SAMPLE					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		METERING PUMP % W/S BELT SCALES		%	%
3	DRY WT OF SAMPLE [1] : (100 + [2]) x 100					
4	DRY WT OF EXTRACTED AGGREGATE					
5	WT OF EXTRACTED ASPHALT [3] - [4]					
6	EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Ton Asph	26.23	36.93	%	% 98.42
7	ASPHALT RETENTION (FROM MIX DESIGN)	Ton Mix	507.00	693.67	%	% 1878.22
8	% ASPHALT IN MIX [6] ÷ [7]	To Asph	5.17	5.32	%	% 5.2

MOIST. CONT.	
21	WET WT. OF MIX SAMPL
22	DRY WT. OF MIX SAMPL
23	% MOISTURE ([21] - [2

REMARKS: LIST TIME & E

LOT #1S C

TIME SHIFT STARTS 6:

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM.	
9	SPEC MTRL. INCORP.	1754.64	39425.89	
10	NON SPEC INCORP	—	10344.88	
11	REJECTED	—	567.65	
12	TOTAL	1754.64	50338.42	
13	BEGIN ASPHALT INVENTORY (TANK STICK)	29.87		T
14	ASPHALT RECEIVED (INVOICE)	86.37		T
15	END ASPHALT INVENTORY (TANK STICK)	24.61		T
16	ASPHALT THRU PLANT [13] + [14] - [15]	91.63		T
17	ASPHALT DEDUCTED (REJECTED, ETC)	—		T
18	ASPHALT USED [16] - [17]	91.63		T
19	MIX USED ([12] - [11]) ÷ ([2] ÷ 100) x 100	1754.84		T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.2		%

TIME SUMMARY

HRS RUN	6	HRS RUN	257
HRS DELAY	7	HRS DELAY	63
TOTAL	13	TOTAL	330

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP ON ROAD 280 °F
SHIFT WEATHER CONDITIONS
TEMP AM 51 F° PM 73 F
FAIR CLOUDY RAIN WIND
BY INVOICE & TANK STICKING

REPORT REVIEWED AND

INSPECTOR [signature]
CONTRACTOR Paul Bam
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (G

FORM 734-3[illegible] (REV. 6-78)

AILY PLANT REPORT -- BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO. 8798 | PREFIX 5-1087
SUPPLIER Sappoose Sand & Gravel | F.A. NUMBER ~~FRTOP~~ 1(4) | DATE 9-3-80 | REPORT NO. 15
RESIDENT ENGINEER Paul Bamhart
BATCH / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO C-53			TEST NO. C-54			TEST NO.			1990-630A		SIEVE SIZE
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
25	1	99	12	1	99				98		
316	14	86	111	7	93				87	±6	
791	36	64	456	29	71				65	±6	
966	45	55	609	39	61				55		
1513	70	30	1018	66	34				33	±1	
1902	88	12	1320	85	15				13	±1	
2065	95.3	4.7	1454	94.0	6.0				50	±2.0	
2166	—	—	1546	100	0						
		B 5.2			B 5.2			B	51	±0.5	
		TIME 3:00 AM C.F		TIME 6:00 AM			TIME		CIRCLE ALL FAILING TEST RESULTS		
		596.0		305.01							
		1200.67		1700.0							

TEST NO:	C-52	C-53	C-54			SHIFT TOTAL
		METERING PUMP %	W/S %			%
			BELT SCALES			
N ASPH	26.23	36.93	%	%	98.42	
N TON MIX	507.00	693.67	%	%	1878.22	
% ASPH	5.17	5.32	%	%	5.2	

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE (21 − 22) ÷ 22 × 100				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

LOT #15 COLD FEED

TIME SHIFT STARTS: 6:00 TIME SHIFT ENDS 7:00

TANK SUMMARY

	5,89
	44,88
CTED	67,65
AL	50338.42
1	29, 67 T
	86, 37 T
	24 61 T
	91 . 63 T
	— T
	91 . 63 T
100	1754 84 T
	5 . 2 %

TIME SUMMARY

SHIFT			ACCUM	
HRS RUN	6		HRS RUN	267
HRS DELAY	7		HRS DELAY	63
TOTAL	13		TOTAL	330

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	300 °F
MIX TEMP. ON ROAD	280 °F
SHIFT WEATHER CONDITIONS	
TEMP AM 51 °F	PM 73 °F
(FAIR) CLOUDY RAIN WIND	
BY INVOICE & TANK STICKING	

REPORT REVIEWED AND ACKNOWLEDGED BY

INSPECTOR Michael B. Thompson

CONTRACTOR Paul Bamhart By M. Morrigan

RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

OT #16 cold feed

DAILY PLANT REPORT – BITUMINOUS MIXTURES

ECTION Warren Scapegoose | HIGHWAY Columbia River | CONTRACT NO. 8798

ONTRACTOR Baker Bros | SUPPLIER Scapegoose Sand & Gravel | F.A. NUMBER F-FQ-K-1(

AKE, MODEL, SIZE OF PLANT Boling 400 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 Shell | RES. ENGINE Paul

LASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO. C-55 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-56 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	36	2	98				39	2	98			
1/2"	149	7	93				235	12	88			
1/4"	652	30	70				643	32	68			
#4	863	39	61				830	41	59			
#10	1436	65	35				1358	67	33			
#40	1859	85	15				1728	85	15			
#200	2048	93.5	6.5				1904	93.8	6.2			
0	2190	—	—				2030	—	—			
ASPHALT %			5.1									
SAMPLED AT	C, F	TIME 8:00 AM			TIME		C, F	TIME 12:45			TIME	
TONS REPRESENTED	700.0						603.57					
DAILY TONNAGE AT TIME OF TEST	450.0						950.0					

EXTRACTED ASPHALT COMP.

		TEST NO	C-55	C-56			
1	WET WEIGHT OF MIX SAMPLE			Metering Pump & Belt Scales			
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		%	%	%	%	%
3	DRY WT OF SAMPLE [1] - ([2] x 100)						
4	DRY WT OF EXTRACTED AGGREGATE						
5	WT OF EXTRACTED ASPHALT [3] - [4]						
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	Ton Asph	— %	32.64 %	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Ton Mix	— %	650.00 %	%	%	%
8	% ASPHALT IN MIX [6] x [7]	% Asph	— %	5.01 %	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL INCORP.	1308.57	90739.46
10	NON SPEC INCORP.	—	10349.68
11	REJECTED	46.15	613.80
12	TOTAL	1349.72	51688.14
13	BEGIN ASPHALT INVENTORY (TANK STICK)	24.	6 T
14	ASPHALT RECEIVED (INVOICE)	110.	38 T
15	END ASPHALT INVENTORY (TANK STICK)	55.	44 T
16	ASPHALT THRU PLANT [13] + [14] - [15]	79.	55 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	2.	35 T
18	ASPHALT USED [16] - [17]	77.	20 T
19	MIX USED ([12] - [11] ÷ (100 - [8])) x 100	(REMARKS)	T
20	% ASPH. IN MIX ([18] ÷ [19]) x 100		

TIME SUMMARY

		SHIFT	ACCUM
HRS RUN	6	273	
HRS DELAY	7	70	
TOTAL	13	343	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 300 °F

MIX TEMP ON ROAD 280 °F

SHIFT WEATHER CONDITIONS

TEMP AM 51 F PM 71 F

(FAIR) CLOUDY RAIN WIND

BY INVOICE & TANK STICKING

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] - [22] ÷ [22]) x	

REMARKS: LIST TIME & EXTENT O

1196.25

153.47

1349.72

- 46.15 RE

TIME SHIFT STARTS 6:00

REPORT REVIEWED AND ACKNOW

Michael B Meng

INSPECTOR

CONTRACTOR Paul Banchas

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES...NT ENGINEER • (PINK) REGION ENGR. • (GREEN) CO

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX 5-1027	
SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER F-597K (9)	DATE 9-4-80	REPORT NO. 16
☐ BATCH ☐ DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 Shell	RES. ENGINEER Paul Bankhart		

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. C-5655 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	LAB NO. 6306 MIX DESIGN	TOLERANCE %	SIEVE SIZE
				39	2	98					98		
				235	12	88					87	±6	
				643	32	68					65	±6	
				830	41	59					55		
				1358	67	33					33	±4	
				1728	85	15					13	±4	
				1904	93.8	6.2					5.0	±2.0	
				2030	—	—							
		8				8				8	5.1	±0.5	
	TIME			C.F. TIME 12:45				TIME					
				603.57									
				950.0									

CIRCLE ALL FAILING TEST RESULTS

TEST NO.	C-55	C-56			
Metering Pump %		%	%	%	%
Belt Scales					
Asph	— %	32.64	%	%	%
Agg Mix	— %	650.80	%	%	%
% Asph	— %	5.01%	%	%	%

MOIST. CONT. TEST NO. X

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] – [22]) ÷ [22] × 100	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

1196.25 B-Top @ 5.2% A/C
153.47 ¾"-0 @ 8.8% A/C
1349.72 TOTAL MIX
– 46.15 REJECTED B-Top
= 1303.57 (TOTAL)

K SUMMARY

D. TRUCK	46
D. BATCH	68
ED	613.80
	51688.14
	24. 6 T
	110. 38 T
	55. 44 T
	79. 55 T
	2. 35 T
	77. 28 T
	REMARKS 2

TIME SUMMARY

SHIFT	HRS RUN	6	ACCUM HRS RUN	273
	HRS DELAY	7	HRS DELAY	70
	TOTAL	13	TOTAL	343

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	300 °F
MIX TEMP ON ROAD	280 °F
SHIFT WEATHER CONDITIONS	
TEMP AM 51 F	PM 71 F
(FAIR) CLOUDY RAIN WIND	
BY INVOICE & TANK STICKING	

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 7:00

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Menzo
INSPECTOR

CONTRACTOR
Paul Bankhart by M. McGRIGAN
RESIDENT ENGINEER

(RY) CONST DIVISION • (GOLDENROD) RES.. ENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURE

LOT # 17 COLD FEED

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT NO. 87

CONTRACTOR Baker Rock | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER FAF 1

MAKE, MODEL, SIZE OF PLANT Boring 400 | DRUM DRUM COMBINATION | BRAND & GRADE OF ASPHALT AR 4000 Shell | RES

CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHINC ☐

SIEVE SIZE	TEST NO C-574 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO C-575 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO C-576 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	25	1	99	43	2	98	23	1	99			
1/2"	211	10	90	239	13	87	195	10	90			
3/8"	720	33	67	556	30	70	646	31	69			
#4	930	42	58	724	40	60	875	42	58			
#10	1473	67	33	1200	67	33	1392	67	33			
#40	1675	86	14	1541	86	14	1776	85	15			
#200	2058	94.0	6.0	1693	94.2	5.8	1998	93.6	5.9			
P—	2188	—	—	1798	—	—	2081	—	—			
ASPHALT %			5.1			5.1			5.1			
SAMPLED AT	C.F		TIME 8:00 AM	C.F		TIME 1:30 PM	C.F		TIME 5:30 AM			TIME
TONS REPRESENTED	640			660			955.89					
DAILY TONNAGE AT TIME OF TEST	330.0			950.0			1650.0					

EXTRACTED ASPHALT COMP.

		TEST NO	C-57	C-58	C-59		END SHIFT
1	WET WEIGHT OF MIX SAMPLE						
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		Meters Runs V/S Batch				%
3	DRY WT OF SAMPLE [1] : ([100 + [2]] x 100						
4	DRY WT OF EXTRACTED AGGREGATE						
5	WT OF EXTRACTED ASPHALT [3] - [4]						
6	% EXTRACTED ASPHALT ([5] : [3]) x 100	Ton Asph	18.20	33.19	40.94	%	2481.91
7	% ASPHALT RETENTION (FROM MIX DESIGN)	Ton Mix	530.79	629.34	778.49	%	130.99
8	% ASPHALT IN MIX [6] ÷ [7]	% Asph	5.5 %	5.2 %	5.3 %	%	5.3 %

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
1	SPEC. ALL SNGORP	2255.95	4256.41
2	NON SPEC. INCORP.		10344.82
3	REJECTED	93.53	707.33
4	TOTAL	2371.48	15308.56
5	BEGIN ASPHALT INVENTORY (TANK STICK)	65	44 T
6	ASPHALT RECEIVED (INVOICE)	80.	13 T
7	END ASPHALT INVENTORY (TANK STICK)	0	0 T
8	ASPHALT THRU PLANT [13] + [14] - [15]	133.	57 T
9	ASPHALT DEDUCTED (REJECTED, ETC.)	9	59 T
10	ASPHALT USED [16] [17]	125.	98 T
11	MIX USED ([12] - [11] : (100 + [8]) x 100	2255.	93 T
12	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.	6 %

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	283
HRS DELAY	4	74
TOTAL	14	357
PRODUCTION RATE		TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP ON ROAD 280 °F

SHIFT WEATHER CONDITIONS

TEMP AM 51 F PM 80 F

FAIR CLOUDY RAIN WIND

BY INVOICE AND TANK STICKING

MOIST. CONT.

		T
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] - [22]) ÷ [22]	

REMARKS: LIST TIME & EXTENT

Cold Feed Lot # 17

TIME SHIFT STARTS 0600

REPORT REVIEWED AND ACKN

Michael BT

INSPECTOR

CONTRACTOR Paul Barnhart

RESIDENT ENGINEER

(WHITE) FIELD OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

RM 734 3083 (REV 6-78)

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO. 8718 | PREFIX 5-105(1)

SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER FHWF1(A) | DATE 9-5-80 | REP. NO. 1-1

BRAND & GRADE OF ASPHALT AR 4000 Shell | RES. ENGINEER Paul Barnhart

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	TEST NO. C-5851 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. C-5852 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	LOT NO. -6306 MIX DESIGN	TOLERANCE %
	43	2	98	23	1	99				76	
	239	13	87	195	10	90				67	±6
	556	30	70	431	646	69				65	±6
	724	40	60	875	42	58				55	
	1200	67	33	1392	67	33				33	±4
	1541	86	14	1776	85	15				13	±4
	1693	94.2	5.8	1948	93.6	5.4				5.0	±2.0
	1798	—	—	2081	—	—					
			5.1			5.1				5.1	±0.5
	C.F	TIME 1:30 PM		C.F	TIME 5:30 PM			TIME		CIRCLE ALL FAILING TEST RESULTS	
	660			955.89							
	950.0			1650.0							

	TEST NO	C-57	C-58	C-59		END SHIFT
		Metering Pump V/S Bit Tonnages			%	%
TON ASPH		18.20	33.19	40.84	%	248.91
TON MIX		330.74	629.34	778.49	%	130.95
% ASPH		5.5 %	6.2 %	5.3 %	%	6.3 %

MOIST. CONT. TEST NO

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [[21] – [22]] ÷ [22] × 100	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

Cold Feed (A-0) A5.00 FINE MIX
Lot #17
93.53 RESET "B"
22.0 PRIVATE USE

TIME SHIFT STARTS 6:00 TIME SHIFT ENDS 8:00 PM

TANK SUMMARY

CAPACITY	41
ON START	88
INJECTED	33
TOTAL	62

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	283
HRS DELAY	4	74
TOTAL	14	357

PRODUCTION RATE TONS/HR

(CK)	65	44 T
	80.	13 T
	0	0 T
	135.	57 T
	9	59 T
	125.	98 T
100	225.5	93 T
	5.	6 %

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP ON ROAD 280 °F

SHIFT WEATHER CONDITIONS

TEMP AM 51 °F PM 80 °F

FAIR CLOUDY RAIN WIND

By invoice and tank tracking

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR
Paul Barnhart by Richard Morgan
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURE

Lot #18 cont'd FEEL

SECTION Warren Cappoose — HIGHWAY Columbia River — CONTRACT NO. 82

CONTRACTOR Baker Bros — SUPPLIER Cappoose Sand & Gravel — F.A. NUMBER FRSTF 16

MAKE, MODEL, SIZE OF PLANT Boring 400 — BRAND & GRADE OF ASPHALT AR 4000 C/HE bc

CLASS OF MIX 1 "B" — ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. C-6059 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	29	1	99
1/2"	221	10	90
1/4"	736	33	67
4	941	43	57
10	1493	68	32
40	1880	85	15
200	2072	643	5.7
P—	2198	—	—
ASPHALT %			5.0
SAMPLED AT	C.F	TIME 8:00 AM	
TONS REPRESENTED	507.13		
DAILY TONNAGE AT TIME OF TEST	100.0		

TEST NO — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

TEST NO. — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

TEST NO. — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

EXTRACTED ASPHALT COMP.

TEST NO C-60

1	WET WEIGHT OF MIX SAMPLE	Motaung			
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]				
3	DRY WT OF SAMPLE [1] : (100 + [2]) x 100				
4	DRY WT OF EXTRACTED AGGREGATE				
5	WT OF EXTRACTED ASPHALT [3] [4]				
6	% EXTRACTED ASPHALT ([5] [3]) x 100 Ton Asph				
7	% ASPHALT RETENTION (FROM MIX DESIGN) for Mix				
8	% ASPHALT IN MIX [6] + [7] % Asph				

SHIFT TOTAL Pump % % V/s Batt. Scales

MOIST. CONT.

21	WET WT. OF MIX SAMP
22	DRY WT. OF MIX SAMP
23	% MOISTURE ([21] – [2]

REMARKS LIST TIME & Lot # 18

TIME SHIFT STARTS 6

PRODUCTION TON. & ASPH. TANK SUMMARY

	SHIFT	ACCUM
SPEC MIX INCORP.	507.13	43,492.54
NON SPEC INCORP		10,344.88
REJECTED	71.60	778.93
TOTAL	578.73	54616.35 T
BEGIN ASPHALT INVENTORY (TANK STICK)	0	0 T
ASPHALT RECEIVED (INVOICE)	40.92	T
END ASPHALT INVENTORY (TANK STICK)	12.89	T
ASPHALT THRU PLANT [13] + [14] – [15]	28.43	T
ASPHALT DEDUCTED (REJECTED, ETC.)		T
ASPHALT USED [16] – [17]	25.30	T
MIX USED ([12] – [11] : (100 + [2]) x 100	507.13	T
% ASPHALT IN MIX ([18] [19]) x 100	5.0	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	5	25 ½
HRS DELAY	6	50
TOTAL	11	75 ½
PRODUCTION RATE		TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 300 °F

MIX TEMP ON ROAD 280 °F

SHIFT WEATHER CONDITIONS

TEMP AM 57 ° F PM 65 F

FAIR CLOUDY RAIN WIND

By Invoice & Tank Sticking

REPORT REVIEWED AN

INSPECTOR

CONTRACTOR Paul Ba

RESIDENT ENGINEER

(WHITE) [illegible] OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESI[illegible] ENGINEER • (PINK) REGION ENGR •

RM 734 3083 (REV. 6 78)

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY Columbia Lwr	CONTRACT NO 3778	PREFIX S-1087	
Gross	SUPPLIER Lapposo Sand & Gravel	F.A. NUMBER FRSF-1(4)	DATE 9-6-80	REPORT NO 18
900	BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER Paul Barnhart		

8" ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

0.29

PASS %	TEST NO	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. 6306	MIX DESIGN	TOLERANCE %	SIEVE SIZE
99										98		
90										87	±6	
67										65	±6	
57										55		
32										33	±7	
15										13	±4	
5.7										50	±2.0	
—												
B 5.0			B				B			5.1	±0.5	
8:00 AM		TIME		TIME			TIME					
3												
0												

CIRCLE ALL FAILING TEST RESULTS

COMP. TEST NO.	C-60		SHIFT TOTAL		
E TEST) 23	Metering		Pump	%	%
21 x 100			V/s Batch Scale		
ATE					
4					
x 100 Tot Asph		%	"	%	"
DESIGN) Jon Mix		"	"	"	"
% Asph		"	"	"	"

MOIST. CONT. TEST NO.				
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE [21 – 22] ÷ 22 x 100			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

Hot # 18 Cold Feed

TIME SHIFT STARTS 6:00 AM TIME SHIFT ENDS 5:00

ASPH. TANK SUMMARY

ACCUM			
	SPEC. GRADE	43,497	54
	NON SPEC.	10,344	88
	REJECTED	772	93
	TOTAL	54614.35	
	(DIP STICK)	0	0 T
		40.92	T
	STICK)	12.49	T
	28.43		T
	TC)		T
		25.30	T
	x 100	507.13	T
	100	5.57	%

TIME SUMMARY

SHIFT			ACCUM		
	HRS RUN	5		HRS RUN	25
	HRS DELAY	6		HRS DELAY	5.5
	TOTAL	11		TOTAL	30.5

PRODUCTION RATE TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	300	°F
MIX TEMP ON ROAD	280	°F
SHIFT WEATHER CONDITIONS		
TEMP AM 57°	PM 68°	F
(FAIR) CLOUDY RAIN WIND		
BY INVOICE & TANK STICK INV		

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Merriman
INSPECTOR

CONTRACTOR
Paul Barnhart by M. Merriman
RESIDENT ENGINEER

• (CANARY) CONST DIVISION • (GOLDENROD) RESI[illegible] ENGINEER • (PINK) REGION ENGR • (GRE[illegible] NTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTU

A/C OF STREET

SECTION Warren Scapposse | HIGHWAY Columbia River | CONTRACT NO.

CONTRACTOR Baker Bros. | SUPPLIER Scapposse Sand & Gravel | FF A. NUMBER FFTG

MAKE, MODEL, SIZE OF PLANT Boeing 400 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL

CLASS OF MIX "B" | ☐ BITUMINOUS BASE | ☑ BASE | ☐ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO #30 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. #31 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. #32 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4"	20	1	99	13	1	99	0	0	100		
1/2"	327	17	83	226	11	89	112	10	90		
1/4"	800	41	59	632	32	68	297	28	72		
A	938	48	52	807	41	59	392	37	63		
#10	1396	22	28	1342	69	31	702	66	34		
#40	1700	87	13	1684	86	14	910	85	15		
200	1835	94.2	5.8	1835	93.8	6.2	996	93.2	6.8		
P—	1947	—	—	1956	—	—	1068	—	—		
ASPHALT %			B 5.5			B 5.8			B		B
SAMPLED AT	958+50, 20 Rt	TIME	9:45 AM	910 20' Lt	TIME	12:10 PM		TIME			TIME
TONS REPRESENTED											
DAILY TONNAGE AT TIME OF TEST	850			1860							

EXTRACTED ASPHALT COMP.

		TEST NO. #30		#31		#32
1	WET WEIGHT OF MIX SAMPLE	2062		2079		1140
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	0.3 %	%	0.3 %
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2056		2072		1136
4	DRY WT OF EXTRACTED AGGREGATE	1947		1956		1068
5	WT OF EXTRACTED ASPHALT [3] - [4]	109		116		68
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.3 %	%	5.6 %	%	6.0 %
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	0.2 %
8	% ASPHALT IN MIX [6] + [7]	5.5 %	%	5.8 %	%	6.2 %

MOIST. CONT.

21	WET WT. OF MIX SAMP	
22	DRY WT. OF MIX SAM	
23	% MOISTURE ([21] - [	

REMARKS: LIST TIME &

INFORMA
IS ON

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP			NON SPEC INCORP
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] - [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] - [17]	221.16	T
19	MIX USED [([14] - [11] ÷ (100 + [2])] x 100	4100.06	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.4	%

TIME SUMMARY

	SHIFT	HRS RUN		ACCUM	HRS RUN
		HRS DELAY			HRS DELAY
		TOTAL			TOTAL

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY TANK STICK & INVOICE

REPORT REVIEWED AN

Michael

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ...GR OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

rose	HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX 5-1083 7
	SUPPLIER Sappose Sand & Gravel	F.A. NUMBER FFTGF 1(7)	DATE 8-8-80 REPORT NO 17
	BATCH ☐ DRIER DRUM CONTINUOUS	BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER Paul Barnhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. #31			TEST NO. #32			TEST NO.			LAB NO 74656		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
13	1	99	0	0	100				98		
226	11	89	112	10	90				87	±6	
632	32	68	297	28	72				65	±6	
867	41	59	392	37	63				55		
1342	69	31	702	66	34				33	±4	
1669	86	14	910	85	15				13	±4	
1835	93.8	6.2	996	93.2	6.8				5.0	±2.0	
1956	—	—	1068	—	—						
		5.8							5.7	0.5	
TIME 12:10 PM			TIME			TIME					
Am 910 Bolt									CIRCLE ALL FAILING TEST RESULTS		
	1860										

TEST NO.	#30		#31		#32		MOIST. CONT. TEST NO				
	2062		2079		1140	21	WET WT. OF MIX SAMPLE	—			
	0.3 %	%	0.3 %	%	0.3 %	22	DRY WT. OF MIX SAMPLE	—			
0	2056		2072		1136	23	% MOISTURE [(21 − 22) ÷ 22] × 100	0.3			
	1947		1956		1068	REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC					
	109		116		68						
	5.3 %	%	5.6 %	%	6.0 %	INFORMATION FOR LINE #8-20 IS ON COLD FEED TEST.					
	0.2 %	%	0.2 %	%	0.2 %						
	5.5 %	%	5.8 %	%	6.2 %						

NK SUMMARY

RL. INCORP.	
FC INCORP	
ED	
	T
	T
	T
	T
221.16	T
4100.06	T
5.4 %	

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	°F
MIX TEMP ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	
BY TANK STICK & INVOICE	

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B. Monzyai
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(BUFF) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

4/c of STREET

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT

CONTRACTOR Babler Bros. | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBE

MAKE, MODEL, SIZE OF PLANT Boeing 400 | ~~BATCH~~ DRIER DRUM CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SBEL

CLASS OF MIX "B" | ☐ BITUMINOUS BASE | ☑ ~~BASE~~ | ☐ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO. # 33			TEST NO.			TEST NO.			TEST NO.	
	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE	
	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%
3/4"											
1/2"											
1/4"	WAS NOT REPRESENTIVE										
#10											
#40											
#200											
P—											
ASPHALT %			■			■			■		
SAMPLED AT		TIME			TIME			TIME			TIM
TONS REPRESENTED											
DAILY TONNAGE AT TIME OF TEST											

EXTRACTED ASPHALT COMP.

		TEST NO. # 33					
1	WET WEIGHT OF MIX SAMPLE						
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	%	%	%	%	%	
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100						
4	DRY WT OF EXTRACTED AGGREGATE						
5	WT OF EXTRACTED ASPHALT 3 - 4						
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	%	%	%	%	%	
7	% ASPHALT RETENTION (FROM MIX DESIGN)	%	%	%	%	%	
8	% ASPHALT IN MIX 6 x 7	%	%	%	%	%	

MOIST. CON

21	WET WT. OF MIX	
22	DRY WT. OF MIX	
23	% MOISTURE [2	

REMARKS: LIST TIM

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP			NON SPEC INCORP
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	147.92	T
19	MIX USED [(12 – 11 ÷ (100 ~~- 2~~))] x 100	2732.59	T
20	% ASPHALT [illegible] 'X (18 ÷ 19) x 100	5.4	%

TIME SUMMARY

	SHIFT	HRS RUN		ACCUM	HRS RUN
		HRS DELAY			HRS DELAY
		TOTAL			TOTAL

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP. ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY TANK STICKING AND INVOICE

REPORT REVIEWED

Mueh

INSPECTOR

CONTRACTOR

RESIDENT ENGINE

(WHITE) [illegible]R OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES[illegible] ENGINEER • (PINK) REGION ENGR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

~~HOT~~ DRUM CONTINUOUS	HIGHWAY Columbia River	CONTRACT NO 8798	PREFIX 5-1087	
	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER ~~I-5-1(4)~~	DATE 8-11-80	REPORT NO 16
	BRAND & GRADE OF ASPHALT AR 4000 SBEL	RES ENGINEER Paul Barnhart		

☐ BITUMINOUS BASE ☑ ~~BASE~~ ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 79-6386

PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	MIX DESIGN	TOLERANCE %	SIEVE SIZE
										98		
T REPRESENTIVE										87	± 6	
										65	± 6	
										55		
										33	± 4	
										13	± 4	
										5.0	±2.0	
										5.7	± 0.5	
	TIME			TIME			TIME					

CIRCLE ALL FAILING TEST RESULTS

MP. TEST NO	#33				
TEST) 23	%	%	%	%	%
2 x 100					
E 4					
x 100	%	%	%	%	%
DESIGN)	%	%	%	%	%
	%	%	%	%	%

MOIST. CONT. TEST NO.					
21 WET WT. OF MIX SAMPLE	—				
22 DRY WT. OF MIX SAMPLE	—				
23 % MOISTURE (21 − 22) ÷ 22 × 100	0.3				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

TIME SHIFT STARTS: TIME SHIFT ENDS

H. TANK SUMMARY

SPEC MTRL. INCORP.	
NON SPEC INCORP	
REJECTED	
TOTAL	

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

STICK) .		T
		T
STICK)		T
3		T
C.)		T
	147.92	T
1 x 100	2732.59	T
00	5.4	%

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP. ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY TANK STICKING AND INVOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mennig
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURE

A/C OF STREET

SECTION Warren Scappoose — HIGHWAY Columbia River — CONTRACT NO. E79

CONTRACTOR Baker Bros — SUPPLIER Scappoose Sand & Gravel — FA NUMBER AC-0F

MAKE, MODEL, SIZE OF PLANT Barber Greene 400 — ☐ HOT DRUM ☐ BATCH ☐ DRUM CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL — RES

CLASS OF MIX 11"B" — ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. #34 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. #35 RET SINCLE SIEVE DRY WT	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	43	2	98				44	2	98			
1/2"	264	14	86				331	17	83			
1/4"	660	34	66				718	37	63			
4	813	42	58				887	46	54			
#10	1353	70	30				1368	71	29			
#40	1683	87	13				1683	87	13			
#200	1827	94.8	5.2				1815	94.3	5.7			
P—	1927	—	[8] 6.0			[8]	1926	—	[8] 5.6			[8]
ASPHALT %												
SAMPLED AT		TIME			TIME			TIME			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP.

		TEST NO. #34		TEST NO. #35		
1	WET WEIGHT OF MIX SAMPLE	2052		2042		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	0.3 %	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2046		2036		
4	DRY WT OF EXTRACTED AGGREGATE	1927		1925		
5	WT OF EXTRACTED ASPHALT [3] - [4]	119		111		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.8 %	%	5.4 %	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%
8	% ASPHALT IN MIX [6] + [7]	6.0 %	%	5.6 %	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP
10		NON SPEC INCORP.			NON SPEC INCORP
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] - [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] - [17]	153.11	T
19	MIX USED [([12] - [11] ÷ (100 + [2])] x 100	2616.45	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.8	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP. ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY INVOICE AND TANK STICKING

MOIST. CONT.

21	WET WT. OF MIX SAMP
22	DRY WT. OF MIX SAMP
23	% MOISTURE [21] - [2]

REMARKS. LIST TIME & [illegible]

TIME SHIFT STARTS

REPORT REVIEWED AN

Meeha

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RE[illegible] ENGINEER • (PINK) REGION ENGR •

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

nposse	HIGHWAY Columbia River	CONTRACT NO 8798	PREFIX S-1087	
	SUPPLIER Sappose Sand & Gravel	F A NUMBER F-GF 1(4)	DATE 8-12-86	REPORT NO 77
	BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES ENGINEER Paul Barnhart		

☐ BITUMINOUS BASE ☐ ~~BASE~~ ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

PASS %	TEST NO	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO #35 RET. SINCLE SIEVE DRY WT	RET. SINCLE SIEVE %	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	LAB NO 74-6.509 MIX DESIGN	TOLERANCE %	SIEVE SIZE
7E					44	2	98				98		
26					331	17	83				87	± 6	
6					718	37	63				65	± 6	
58					887	46	54				55		
3C					1368	71	29				33	± 4	
3					1683	87	13				13	± 4	
6.2					1815	94.3	5.7				6.0	±2.0	
—					1926	—	—						
6.0			[8]				[8] 5.6			[8]	5.7	±0.5	
			TIME			TIME			TIME		CIRCLE ALL FAILING TEST RESULTS		

P. TEST NO.	#34		#35		
	2052		2042		
EST) [23]	0.3 %	%	0.3 %	%	%
x 100	2046		2036		
	1927		1925		
	119		111		
100	5.8 %	%	5.4 %	%	%
SIGN)	0.2 %	%	0.2 %	%	%
	6.0 %	%	5.6 %	%	%

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE ([21] - [22]) ÷ [22] × 100	0.3			

REMARKS. LIST TIME & EXTENT OF DELAYS. PLANT CHANGES. ETC

TANK SUMMARY

PEC MTRL. INCORP.		
NON SPEC INCORP		
REJECTED		
TOTAL		

STICK)		T
		T
ICK)		T
		T
)		T
	153,14	T
x 100	2616,45	T
0	5.8	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM HRS RUN	
	HRS DELAY		HRS DELAY	
	TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	
BY INVOICE AND TANK STICKING	

TIME SHIFT STARTS TIME SHIFT ENDS

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengis
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(CANARY) CONST DIVISION • (GOLDENROD) RE[illegible] ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTU

A/C OF STREET

SECTION Warren Sappose | HIGHWAY Columbia River | CONTRACT NO. 8

CONTRACTOR Babler Bros. | SUPPLIER Sappose Sand & Gravel | F.A. NUMBER FEMC

MAKE MODEL, SIZE OF PLANT Barber Green 400 | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES

CLASS OF MIX "B" ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO #36 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT	%	PA
3/4"	R	1	99									
1/2"	341	19	81									
1/4"	733	41	59									
#4	876	49	51									
#10	1297	73	27									
#40	1573	88	12									
#200	1693	94.8	5.2									
P	1786	—	—									
ASPHALT %			4.9									
SAMPLED AT	1115+25 20' LT		TIME 10:40 AM			TIME			TIME			TIME
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	900 TON											

EXTRACTED ASPHALT COMP.	TEST NO #36					MOIST. CONT.
1 WET WEIGHT OF MIX SAMPLE	1880					21 WET WT. OF MIX SAMP
2 % MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.3%	%	%	%	%	22 DRY WT. OF MIX SAMP
3 DRY WT OF SAMPLE [1] ÷ ([100 + 2]) x 100	1874					23 % MOISTURE [21] - [2
4 DRY WT OF EXTRACTED AGGREGATE	1786					REMARKS LIST TIME &
5 WT OF EXTRACTED ASPHALT [3] - [4]	88					
6 % EXTRACTED ASPHALT ([5] ÷ [3]) x 100	4.7	%	%	%	%	
7 % ASPHALT RETENTION (FROM MIX DESIGN)	0.2	%	%	%	%	
8 % ASPHALT IN MIX [6] x [7]	4.9	%	%	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP.			NON SPEC INCORP
11		REJECTED			REJECTED
12		TOTAL			TOTAL
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T		
14	ASPHALT RECEIVED (INVOICE)		T		
15	END ASPHALT INVENTORY (TANK STICK)		T		
16	ASPHALT THRU PLANT [13] + [14] - [15]		T		
17	ASPHALT DEDUCTED (REJECTED, ETC)		T		
18	ASPHALT USED [16] - [17]	99.99	T		
19	MIX USED [([12] - [11]) ÷ (100 - [2]) x 100	1762.76	T		
20	% ASP MIX ([18] ÷ [19]) x 100	5.6	%		

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY INVOICE TANK STICKING

TIME SHIFT STARTS

REPORT REVIEWED AND

Mukau

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RE... NT ENGINEER • (PINK) REGION ENGR • (G

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

[illegible]	HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX S-1087
	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER [illegible] (4)	DATE 8-13-86 REPORT NO. 28
[illegible].00	[illegible] CONTRACTOR	BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER Paul Bamhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 87-630 A

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO	RET. SINGLE SIEVE DRY WT	RET. SINGLE SIEVE %	PASS %	TEST NO	RET. SINGLE SIEVE DRY WT	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TEST %	SIEVE SIZE
PASS %												96		
99												87	±6	
81												65	±6	
69												55		
54												33	±4	
27)												13	±4	
12												5.0	±2.0	
5.2														
4.9												5.7	±0.5	
2:30 PM	TIME			TIME				TIME				CIRCLE ALL FAILING TEST RESULTS		
ON														

P. TEST NO	#36				
	1880				
EST) 23	0.3%	%	%	%	%
x 100	1874				
	1786				
	88				
100	4.7 %	%	%	%	%
SIGN)	0.2 %	%	%	%	%
	4.9 %	%	%	%	%

MOIST. CONT. TEST NO	
21 WET WT. OF MIX SAMPLE	—
22 DRY WT. OF MIX SAMPLE	—
23 % MOISTURE (21 - 22) ÷ 22 × 100	0.3

REMARKS LIST TIME & EXTENT OF DELAYS PLANT CHANGES ETC

TIME SHIFT STARTS TIME SHIFT ENDS

TANK SUMMARY

SPEC MTRL. INCORP.		
NON SPEC INCORP		
REJECTED		
TOTAL		
TICK)		T
		T
TICK)		T
		T
C)		T
	99.49	T
x 100	1763.76	T
00	5.6	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY INVOICE TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengis
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(CANARY) CONST DIVISION • (GOLDENROD) RES[illegible]NT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTU

A/C ON STREET

SECTION Warm Scapposse | HIGHWAY Columbia River | CONTRACT NO.

CONTRACTOR Barber Bros | SUPPLIER Scapposse Sand & Gravel | F.A. NUMBER

MAKE, MODEL, SIZE OF PLANT Boeing 400 | PUG MILL / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000-5 STEEL

CLASS OF MIX "B" | ☐ BITUMINOUS BASE | ☐ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO. # 37 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. # 38 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3A"	26	1	99				110	6	94		
1½"	292	15	85				380	21	79		
¾"	699	36	64				815	45	55		
#4	851	44	56				947	52	48		
#10	1349	70	30				1344	74	26		
#40	1675	88	12				1604	89	11		
#200	1816	94.2	5.8				1718	95.0	5.0		
P	1927	—	—				1807	—			
ASPHALT %			5.4						4.3		
SAMPLED AT		TIME 8:00 AM			TIME		1072+50 30' RT	TIME 11:25 AM			TIME
TONS REPRESENTED											
DAILY TONNAGE AT TIME OF TEST											

EXTRACTED ASPHALT COMP.

		TEST NO	# 37		# 38			MOIST. CONT.
1	WET WEIGHT OF MIX SAMPLE		2040		1890			21 WET WT. OF MIX SA
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		0.3 %	%	0.3 %	%	%	22 DRY WT. OF MIX SA
3	DRY WT OF SAMPLE [1] : (100 + [2]) x 100		2034		1884			23 % MOISTURE ([21]
4	DRY WT OF EXTRACTED AGGREGATE		1925		1807			REMARKS LIST TIME
5	WT OF EXTRACTED ASPHALT [3] [4]		106		77			
6	% EXTRACTED ASPHALT ([5] : [3]) x 100		5.2 %	%	4.1 %	%	%	
7	% ASPHALT RETENTION (FROM MIX DESIGN)		0.2 %	%	0.2 %	%	%	
8	% ASPHALT IN MIX [6] + [7]		5.4 %	%	4.3 %	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.	ACCUM	SPEC MTRL. INCORP.	
10		NON SPEC INCORP.		NON SPEC INCORP	
11		REJECTED		REJECTED	
12		TOTAL		TOTAL	

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] - [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC)		T
18	ASPHALT USED [16] [17]	228	87 T
19	MIX USED ([12] [11] : (100 + [2])) x 100	4531	38 T
20	% ASPHALT IN MIX ([18] - [19]) x 100	5.0	1 %

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP. ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY TANK STICKING AND INVOICE

TIME SHIFT STARTS

REPORT REVIEWED A

Michael

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. •

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 8798 | PREFIX 5108 7
SUPPLIER: Scappoose Sand & Gravel | F.A. NUMBER F-FQF 1(4) | DATE 8-15-80 | REPORT NO.
PLANT: DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 S SHELL | RES. ENGINEER Paul Barnhart 2.

☐ BITUMINOUS BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. PGL 305

SIEVE SIZE	MIX DESIGN	TOLERANCE %	TEST NO. # 38 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
	98		110	6	94			
	87	±6	380	21	79			
	65	±6	845	45	55			
	55		947	52	48			
	33	±4	1344	74	26			
	13	±4	1604	89	11			
	5.0	±2.0	1718	95.0	5.0			
			1807	—				
	5.7	±0.5			[8] 4.3			[8]

TIME 11:25 AM | 1072+50 30' RT | TIME | TIME

CIRCLE ALL FAILING TEST RESULTS

MOIST. CONT. TEST NO.	# 37		# 38			
21 WET WT. OF MIX SAMPLE	2040		1890			
22 DRY WT. OF MIX SAMPLE	1925		1807			
23 % MOISTURE [(21 − 22) ÷ 22] × 100	0.3 %	%	0.3 %	%	%	%

REMARKS LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

TIME SHIFT STARTS | TIME SHIFT ENDS

TANK SUMMARY

SPEC MTRL. INCORP.	
NON SPEC INCORP	
REJECTED	
TOTAL	

TIME SUMMARY

SHIFT HRS RUN		ACCUM HRS RUN	
SHIFT HRS DELAY		ACCUM HRS DELAY	
SHIFT TOTAL		ACCUM TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F
MIX TEMP. ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND

BY TANK STICKING AND [illegible] DIKE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengon
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

| | | | |

A/C ON STREET

DAILY PLANT REPORT – BITUMINOUS MIXTU

CTOR WARREN SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO.

NTRACTOR BABLER BROS | SUPPLIER SCAPPOOSE SAND & GRAVEL | F.A. NUMBER FFT

AKE MODEL & SIZE OF PLANT BOEING A00 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL

ASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. #39 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. #40 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4"	60	3	97				27	1	99		
1/2"	209	15	85				209	10	90		
1/4"	679	35	65				651	32	68		
#4	879	46	54				872	44	56		
#10	1356	70	30				1371	68	32		
#40	1688	87.6	12.4				1728	86	14		
#200	1821	94.4	5.6				1867	93.2	6.8		
P—	1928	—	—				2002	—	—		
ASPHALT %			5.3						5.7		
SAMPLED AT		TIME 8:15 AM			TIME			TIME 2:00 PM			TIME
TONS REPRESENTED											
DAILY TONNAGE TIME OF TEST											

EXTRACTED ASPHALT COMP.	TEST NO	#39		#40			MOIST. CONT.
WET WEIGHT OF MIX SAMPLE		2038					21 WET WT. OF MIX SA
% MOISTURE IN MIX (FROM SEPARATE TEST) 23		0.3 %	%	%	%	%	22 DRY WT. OF MIX SA
DRY WT OF SAMPLE [1] ÷ ([100 + [2]] × 100		2032		2119			23 % MOISTURE [21]
DRY WT OF EXTRACTED AGGREGATE		1928		2002			REMARKS LIST TIME &
WT OF EXTRACTED ASPHALT [3] [4]		104		117			
% EXTRACTED ASPHALT ([5] ÷ [4]) × 100		5.1 %	%	5.5 %	%	%	
% ASPHALT RETENTION (FROM MIX DESIGN)		0.2 %	%	0.2 %	%	%	
% ASPHALT IN MIX [6] + [7]		5.3 %	%	5.7 %	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

SHIFT		ACCUM.	
SPEC MTRL. INCORP		SPEC MTRL. INCORP.	
NON SPEC INCORP		NON SPEC INCORP	
REJECTED		REJECTED	
TOTAL		TOTAL	

BEGIN ASPHALT INVENTORY (TANK STICK)		T
ASPHALT RECEIVED (INVOICE)		T
END ASPHALT INVENTORY (TANK STICK)		T
ASPHALT THRU PLANT [13] + [14] [15]		T
ASPHALT DEDUCTED (REJECTED, ETC)		T
ASPHALT USED [16] - [17]	212	55 T
MIX USED ([18] [11] : [100 + [2]] × 100	4083.	46 T
% ASPHALT IN MIX ([19] ÷ [18]) × 100	5.2	%

TIME SUMMARY

SHIFT		ACCUM.	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

BY INVOICE & TANK STICK-

REPORT REVIEWED AN

Mechan

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (

Y PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: COLUMBIA RIVER | CONTRACT NO: 8798 | PREFIX: 5-1087

SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FFTOP 1(9) | DATE: 8-19-80 | REPORT NO: 3

RESIDENT ENGINEER: PAUL BARNHART

BATCH / DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

T NO.		
. SINGLE SIEVE		PASS
Y WT.	%	%
TIME		

TEST NO. # 40		
RET. SINGLE SIEVE		PASS
DRY WT.	%	%
27	1	99
209	10	90
651	32	68
872	44	56
1371	68	32
1728	86	14
1867	93.2	6.8
2002	—	—
		5.7
TIME 2:00 PM		

TEST NO.		
RET. SINGLE SIEVE		PASS
DRY WT.	%	%
TIME		

AP 6306

MIX DESIGN	TOLERANCE %	SIEVE SIZE
98		
87	±6	
65	±6	
55		
33	±4	
13	±4	
5.0	±2.0	
5.1	±0.5	

CIRCLE ALL FAILING TEST RESULTS

EST NO	#39	#40			
	2038				
	0.3 %	%	%	%	%
	2032	2119			
	1928	2002			
	104	117			
	5.1 %	%	5.5 %	%	%
	0.2 %	%	0.2 %	%	%
	5.3 %	%	5.7 %	%	%

MOIST. CONT. TEST NO:				
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE ([21] – [22]) ÷ [22] × 100	0.3		

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

TIME SHIFT STARTS TIME SHIFT ENDS

SUMMARY

INCORP.	
INCORP	

TIME SUMMARY

SHIFT		ACCUM.	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

	T	AVERAGE TEMP (PLANT) °F
	T	MIX TEMP ON ROAD °F
	T	SHIFT WEATHER CONDITIONS
	T	TEMP AM F PM F
212	55 T	FAIR CLOUDY RAIN WIND
083.	46 T	BY INVOICE 4
5.	2 %	TANIC STICK-

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

A/C ON STREET

DAILY PLANT REPORT – BITUMINOUS MIXTURES

HIC

CTIC WARREN SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO 8798

ONTRACTOR BABLER BROS | SUPPLIER SCAPPOOSE SAND & GRAVEL | F.A. NUMBER FFTOP 1(9)

AKE, MODEL & TYPE OF PLANT BOEING A06 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES. ENGINEER PAUL BA

ASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS

SIEVE SIZE	TEST NO. 41 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 42 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	MIX DESIGN
3/4"	66	4	96				49	2	98				98
1/2"	218	13	87				183	9	91				87
1/4"	620	36	69				608	31	69				65
#4	767	45	55				769	39	61				55
#10	1195	70	30				1322	68	32				53
#40	1490	87	13				1685	86	14				13
#200	1615	94.5	4.5				1841	94.2	5.8				5.0
P—	1709	—	—				1955	—	—				
ASPHALT %			5.3						5.7				5.1
AMPLED AT		TIME 10:30			TIME			TIME 4:20 PM			TIME		
ONS REPRESENTED													
ALLY TONNAGE F TIME OF TEST													

EXTRACTED ASPHALT COMP. TEST NO.	41		42		
WET WEIGHT OF MIX SAMPLE	1807		2074		
% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	0.3 %	%	%
DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	1801		2068		
DRY WT OF EXTRACTED AGGREGATE	1709		1955		
WT OF EXTRACTED ASPHALT [3] - [4]	92		113		
% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.1 %	%	5.5 %	%	%
% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%
% ASPHALT IN MIX [6] - [7]	5.3 %	%	5.7 %	%	%

MOIST. CONT. TEST NO.	
21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] – [22]) ÷ [22] x 100

REMARKS: LIST TIME & EXTENT OF DELA

TIME SHIFT STARTS TIME S

PRODUCTION TON. & ASPH. TANK SUMMARY

SHIFT	SPEC MTRL INCORP.		ACCUM	SPEC MTRL. INCORP
	NON SPEC INCORP			NON SPEC INCORP
	REJECTED			REJECTED
	TOTAL			TOTAL

BEGIN ASPHALT INVENTORY (TANK STICK)	T
ASPHALT RECEIVED (INVOICE)	T
END ASPHALT INVENTORY (TANK STICK)	T
ASPHALT THRU PLANT [13] + [14] [15]	T
ASPHALT DEDUCTED (REJECTED, ETC.)	T
ASPHALT USED [16] - [17]	T
MIX USED ([18] [11] : (100 + [2])) x 100	T
% ASPHALT MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	°F
MIX TEMP ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKNOWLEDGED

Michael B Ty

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRA

REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

COLUMBIA RIVER | CONTRACT NO 8798 | PREFIX 5-1087
HAPPOOSE SAND & GRAVEL | F.A. NUMBER FETOP 1(9) | DATE 8-20-80 | REPORT NO 4
GRADE OF ASPHALT AR 4000 SHELL | RES. ENGINEER PAUL BARNHART

☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

	TEST NO. 42			TEST NO.			90630		
SS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
%	DRY WT.	%	%	DRY WT.	%	%		%	
	49	2	98				98		
	183	9	91				87	±6	
	608	31	69				65	±6	
	769	39	61				55		
	1322	68	32				53	±4	
/	1685	86	14				13	±4	
	1841	94.2	5.8				5.0	±2.0	
	1955	—	—						
			5.7				5.1	±0.5	
	TIME 4:20 PM			TIME			CIRCLE ALL FAILING TEST RESULTS		

	42			MOIST. CONT. TEST NO.					
	2074			21 WET WT. OF MIX SAMPLE					
%	0.3 %	%	%	22 DRY WT. OF MIX SAMPLE					
	2068			23 % MOISTURE ([21] − [22] ÷ [22]) × 100	0.3				
	1955			REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC					
	113								
%	5.5 %	%	%						
%	0.2 %	%	%						
%	5.7 %	%	%						

E SUMMARY

		ACCUM.		
RUN			HRS RUN	
DELAY			HRS DELAY	
AL			TOTAL	

CTION RATE TONS/HR

TEMP & WEATHER SUMMARY

AGE TEMP (PLANT) °F
MP ON ROAD ° °F
WEATHER CONDITIONS
AM F PM F
CLOUDY RAIN WIND

TIME SHIFT STARTS TIME SHIFT ENDS

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(YELLOW) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTU

W/C OF STREET

CTION: WARREN SCAPPOOSE — HIGHWAY: COLUMBIA RIVER — CONTRACT NO

NTRACTOR: BABLER BROS — SUPPLIER: SCAPPOOSE SAND & GRAVEL — F A NUMBER: FFTO

IKE MODEL & NO OF PLANT: BOEING A06 — BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT: AR 4000 SHELL

SS OF MIX: "B" — ☐ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO 43 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO 44 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4"	22	1	99				30	2	98		
1/2"	203	11	89				195	10	90		
1/4"	611	32	68				631	33	67		
#4	775	41	59				823	43	57		
#10	1252	66	34				1314	69	31		
#40	1618	86	14				1639	86	14		
#200	1765	93.6	6.4				1785	94.1	5.9		
P—	1885	—	—				1887	—	—		
ASPHALT %			5.3						5.3		
SAMPLED AT	1109 -10' RT		TIME 7:30 AM			TIME	1020 RT		TIME 2:30 PM		TIME
TONS REPRESENTED DAILY TONNAGE TIME OF TEST	50						2010				

EXTRACTED ASPHALT COMP. TEST NO	43		44			MOIST. CONT.
WET WEIGHT OF MIX SAMPLE	1986		2005			21 WET WT. OF MIX SA
% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	0.3 %	%	%	22 DRY WT. OF MIX SA
DRY WT OF SAMPLE [1] - (100 + [2]) x 100	1990		1999			23 % MOISTURE [21]
DRY WT OF EXTRACTED AGGREGATE	1885		1897			REMARKS: LIST TIME
WT OF EXTRACTED ASPHALT [3] - [5]	105		102			
% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.3 %	%	5.1 %	%	%	
% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%	
% ASPHALT IN MIX [6] + [7]	5.5 %	%	5.3 %	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

SHIFT		ACCUM	
SPEC MTRL INCORP		SPEC MTRL. INCORP	
NON SPEC INCORP		NON SPEC INCORP	
REJECTED		REJECTED	
TOTAL		TOTAL	

BEGIN ASPHALT INVENTORY (TANK STICK)		T
ASPHALT RECEIVED (INVOICE)		T
END ASPHALT INVENTORY (TANK STICK)		T
ASPHALT USED PLANT [8] + [9]	[10]	T
ASPHALT REJECTED (REJECTED, ETC)		T
ASPHALT USED [10] - [7]	274 3	T
MIX USED ([8] [9] (100 - [2]) x 100	5143 80	T
% ASPHALT [6] x ([10] [12]) x 100	5.4 3	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	°F
MIX TEMP ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM F PM F	
FAIR CLOUDY RAIN WIND	

TIME SHIFT STARTS

REPORT REVIEWED

Mucha

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ... OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES ... ENGINEER • (PINK) REGION ENGR

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

E	HIGHWAY Columbia River	CONTRACT NO 8798	PREFIX 5-1087	
S	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER FFTOP 1(9)	DATE 8-27-80	REPORT NO 5
	PATCH DRUM MIX / CONTINUOUS MIX — BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER Paul Barnhart		

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
		B	
TIME			

TEST NO 44	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
	30	2	98
	195	10	90
	631	33	67
	823	43	57
	1314	69	31
	1639	86	19
	1785	94.1	5.9
	1807	—	—
		B	5.3
TIME 1020 AT	TIME 2:30 PM		
	2010		

TEST NO	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
		B	
TIME			

LAB NO 796306 MIX DESIGN	TOLERANCE %	SIEVE SIZE
98		
87	±6	
65	±6	
55		
33	±4	
13	±4	
5.0	±2.0	
5.1	±0.5	

CIRCLE ALL FAILING TEST RESULTS

TEST NO	43		44			
	1986		2005			
	0.3 %	%	0.3 %	%	%	%
	1990		1999			
	1885		1897			
	105		102			
	5.3 %	%	5.1 %	%	%	%
	0.2 %	%	0.2 %	%	%	%
	5.5 %	%	5.3 %	%	%	%

MOIST. CONT. TEST NO		
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] − [22]) ÷ [22] × 100	0.3

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGE, ETC.

TIME SHIFT STARTS TIME SHIFT ENDS

SUMMARY

INCORP	
INCORP	

		T
		T
		T
		F
		T
274,	3	T
5143	80	T
5,	3	%

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

CONST DIVISION • (GOLDENROD) RES. ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

A/C OF STREET

DAILY PLANT REPORT – BITUMINOUS MIXTUR

SECTION Warren Scappoose — HIGHWAY Columbia River — CONTRACT NO 8
CONTRACTOR Babler Bros. — SUPPLIER Scappoose Sand & Gravel — F.A. NUMBER FFT OF 1
MAKE, MODEL, SIZE OF PLANT Boeing 400 — ☐ BATCH ☐ DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT AR-4000 Shell — RES
CLASS OF MIX "B" — ☐ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 45 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO 46 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 47 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	0	0	100	58	3	97	38	2	98			
1/2"	233	12	88	305	15	85	199	11	89			
1/4"	753	39	61	731	37	63	581	31	69			
#4	991	48	52	901	46	54	816	44	56			
#10	1381	71	29	1400	71	29	1294	69	31			
#40	1699	87	13	1707	87	13	1622	87	13			
#200	1836	94.4	5.6	1849	94.3	5.7	1757	93.9	6.1			
P—	1945	100	—	1956	—	—	1864	—	—			
ASPHALT %			5.0			5.1						
SAMPLED AT		TIME 8:00 AM			TIME 1:00 PM			TIME 3:00 PM			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP.

	TEST NO	45	46	47		
1	WET WEIGHT OF MIX SAMPLE	2050	2069	1978		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	0.3 %	0.3 %	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2044	2058	1972		
4	DRY WT OF EXTRACTED AGGREGATE	1945	1956	1864		
5	WT OF EXTRACTED ASPHALT [3] - [4]	99	102	108		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	4.8 %	4.9 %	5.4 %	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	0.2 %	0.2 %	%	%
8	% ASPHALT IN MIX [6] + [7]	5.0 %	5.1 %	5.6 %	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] – [22])	

REMARKS. LIST TIME & EX

TIME SHIFT STARTS

PRODUCTION TON. & ASPH. TANK SUMMARY

	SHIFT	ACCUM
SPEC MTRL. INCORP.		
NON SPEC INCORP.		
REJECTED		
TOTAL		

9	BEGIN ASPHALT INVENTORY (TANK STICK)	T
10	ASPHALT RECEIVED (INVOICE)	T
11	END ASPHALT INVENTORY (TANK STICK)	T
12	ASPHALT THRU PLANT [13] + [14] [15]	T
13	ASPHALT DEDUCTED (REJECTED, ETC)	T
14	ASPHALT USED [16] - [17] 255.21	T
15	MIX USED ! ([12] - [11] ÷ (100 + [2]) ! x 100 4936.79	T
16	% ASPHALT IN MIX ([14] ÷ [15]) x 100 5.1	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN		
HRS DELAY		
TOTAL		

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F
MIX TEMP ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN SNOW
By INVOICE & TANK STICKING

REPORT REVIEWED AND A

Mikael
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ... OR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) ... ENGINEER • (PINK) REGION ENGR • (GRE

PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO 8798 | PREFIX S-1087

SUPPLIER Sappose Sand & Gravel | F.A. NUMBER FFTOF 1(4) | DATE 8-28-80 | REP. 6

BATCH / DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR-4000 Shell | RES. ENGINEER Paul Barnhart

BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. 96			TEST NO. 97			TEST NO			LAB NO 86306	
SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE
WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	
	3	97	38	2	98				98	
	15	85	199	11	89				87	±6
	37	63	581	31	69				65	±6
	46	54	816	44	56				55	
	71	29	1294	69	31				33	IA
	87	13	1622	87	13				13	±4
	94.3	5.7	1757	93.9	6.1				5.0	±2.0
	[illegible]	—	1864	—	—					
		5.1							5.1	±0.5
TIME	1:00 PM		TIME	3:00 PM		TIME			CIRCLE ALL FAILING TEST RESULTS	

MOIST. CONT. TEST NO.	95	96	97		
21 WET WT. OF MIX SAMPLE	2030	2069	1978		
22 DRY WT. OF MIX SAMPLE	2049	2058	1972		
23 % MOISTURE [21 − 22] ÷ 22 × 100	0.3 %	0.3 %	0.3 %	%	%
	1945	1956	1869		
	99	102	108		
	4.9 %	4.9 %	5.9 %	%	%
	0.2 %	0.2 %	0.2 %	%	%
	5.0 %	5.1 %	5.6 %	%	%

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

TIME SHIFT STARTS | TIME SHIFT ENDS

MMARY

ORP.

ORP.

T

T

T

T

T

5. 21 T

56. 79 T

5. 1 %

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS:

TEMP AM F PM F

FAIR CLOUDY RAIN SNOW

By INVOICE & TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

CONST DIVISION • (GOLDENROD) [illegible] ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

K OF STREET

CTION Warren Sappenen
NTRACTOR Babler Bros.
HIGHWAY Columbia River
SUPPLIER Sappenen Sand & Gravel
CONTRACT N
F.A. NUMBER
KE. MODEL, SIZE OF PLANT Boeing 400
BATCH / DRUM / CONTINUOUS
BRAND & GRADE OF ASPHALT AR 4000 Shell
ASS OF MIX "B"
☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. A9 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
3/4"	21	1	99
1/2"	120	9	91
1/4"	358	26	74
#4	472	34	66
#10	890	65	35
#40	1165	85	15
#200	1278	93.4	6.6
P—	1368	—	—
SPHALT %			
AMPLED AT		TIME	
NS REPRESENTED			
ILY TONNAGE			
TIME OF TEST			

SIEVE SIZE	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO 8798 | PREFIX 5-1087

SUPPLIER Sappose Sand & Gravel | F.A. NUMBER ~~FTTOF~~ 1(4) | DATE 9-2-80 | REPORT NO 8

RES ENGINEER Paul Lambert

PATCH / OTHER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT AR 40(C) Shell

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO 86306

TEST NO			TEST NO			TEST NO			MIX DESIGN	TOLERANCE	SIEVE SIZE
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS			
DRY WT.	%	%	DRY WT.	%	%	DRY WT	%	%		%	
									98		
									87	±6	
									65	±6	
									55		
									33	IA	
									13	±4	
									5.0	±2.0	
									5.1	±0.5	
TIME			TIME			TIME					

CIRCLE ALL FAILING TEST RESULTS

TEST NO.					
	~~#4~~ 49				
	~~#10~~ 146				
	~~#40~~	%	%	%	%
	~~#80~~				
	~~#200~~				
	%	%	%	%	%
	%	%	%	%	%
	%	%	%	%	%

MOIST. CONT.	TEST NO.			
21 WET WT. OF MIX SAMPLE				
22 DRY WT. OF MIX SAMPLE				
23 % MOISTURE [21 – 22] ÷ 22 × 100				

REMARKS: LIST TIME & EXTENT OF DELAYS PLANT CHANGES ETC

TIME SHIFT STARTS TIME SHIFT ENDS

X SUMMARY

L. INCORP.	
C INCORP	
ED	
	T
	T
	T
	T
	T
	T
	T
	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(BY) CONST DIVISION • (GOLDEN ROD) RES. ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

DRUM DISCHAGHE

DAILY PLANT REPORT – BITUMINOUS MIXTUR

SECTION Warren Scappoose	HIGHWAY Columbia River	CONTRACT NO. 8
CONTRACTOR Baker Bros.	SUPPLIER Scappoose Sand & G	F.A. NUMBER FFOF
MAKE, MODEL, SIZE OF PLANT Boeing 400	BATCH / DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT AC 4000 SHELL

CLASS OF MIX "B" ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. D-1 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	64	3	97
1/2"	303	16	84
1/4"	672	37	63
# 4	829	45	55
# 10	1295	71	29
# 40	1610	88	12
# 200	1740	95.0	5.0
P—	1832	—	—
ASPHALT %			4.9
SAMPLED AT	DRUM DISCHARGE	TIME 10:30 AM	
TONS REPRESENTED			
DAILY TONNAGE AT TIME OF TEST			

TEST NO. — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

TEST NO. — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

TEST NO. — RET. SINGLE SIEVE DRY WT. / % / PASS % — TIME

EXTRACTED ASPHALT COMP.

TEST NO: #D-1

1	WET WEIGHT OF MIX SAMPLE	1929					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	%	%	%	%
3	DRY WT OF SAMPLE [[1] : (100 + [2])] x 100	[illegible]	1923				
4	DRY WT OF EXTRACTED AGGREGATE	1832					
5	WT OF EXTRACTED ASPHALT [3] [4]	91					
	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	4.7 %	%	%	%	%	%
	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	%	%	%
8	% ASPHALT IN MIX [6] + [7]	4.9 %	%	%	%	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] – [22])	

REMARKS: LIST TIME & EXTE

TIME SHIFT STARTS.

PRODUCTION TON. & ASPH. TANK SUMMARY

		SPEC MTRL. INCORP.		ACCUM SPEC MTRL. INCORP.	
9	SHIFT				
10		NON SPEC INCORP		NON SPEC INCORP	
11		REJECTED		REJECTED	
12		TOTAL		TOTAL	

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] – [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] – [17]	99.	49 T
19	MIX USED [([12] – [11] ÷ (100 + [2])] x 100	1767.	76 T
20	% ASPH [illegible] x ([18] ÷ [19]) x 100	5.	6 %

TIME SUMMARY

SHIFT	HRS RUN		ACCUM HRS RUN	
	HRS DELAY		HRS DELAY	
	TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

By INVOICE & TANK

ST JG

REPORT REVIEWED AND AC

Michael B

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ... OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) R... ENGINEER • (PINK) REGION ENGR • (GREE

LY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX 51087
	SUPPLIER Scappoose Sand & G	F. NUMBER F-F-OF 1(47)	DATE 8-13-80 REPORT NO. 1
	BRAND & GRADE OF ASPHALT AC 4000 SHELL	RES. ENGINEER Paul Barnhart	

☐ BATCH ☐ DRUM ☐ CONTINUOUS

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.		
RET. SINGLE SIEVE		PASS
DRY WT.	%	%

DRUM DISCHARGE

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION: Warren Scapoose | HIGHWAY: Columbia River | CONTRACT NO. 8798
CONTRACTOR: Babler Bros. | SUPPLIER: Scapoose Sand & Gravel | F.A. NUMBER: ~~FTQF~~ 1(4)
MAKE, MODEL, SIZE OF PLANT: Boeing 400 | ☐ BATCH ☐ DRUM ☑ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SAEH | RES. ENGINEER: Paul
CLASS OF MIX: 11 B 11 | ☐ BITUMINOUS BASE ☐ ☑ TOP ☐ PATCHING ☐ SHOU

SIEVE SIZE	TEST NO. D-2 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. D-3 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	LAB
3/4"	30	2	98				14	1	99				9
1/2"	268	13	87				247	13	87				8
1/4"	669	35	65				675	36	64				6
#4	832	43	57				874	46	54				6
#10	1362	70	30				1321	70	30				3
#40	1692	88	12				1641	87	13				1
#200	1831	94.8	5.2				1780	94.0	6.0				5.0
P—	1932	—	—				1992	—	—				
ASPHALT %			5.3						5.1				5
SAMPLED AT		TIME 10:30 AM			TIME			TIME 3:00 PM			TIME		
TONS REPRESENTED													
DAILY TONNAGE AT TIME OF TEST													

EXTRACTED ASPHALT COMP.

		TEST NO	D-2			D-3			
1	WET WEIGHT OF MIX SAMPLE		2042	~~2030~~		1992			
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		0.3 %	%	%	0.3 %	%	%	%
3	DRY WT OF SAMPLE [1] : (100 + [2]) x 100		2036			1986			
4	DRY WT OF EXTRACTED AGGREGATE		1932			1888			
5	WT OF EXTRACTED ASPHALT [3] – [4]		104			98			
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100		5.1 %	%	%	4.9 %	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)		0.2 %	%	%	0.2 %	%	%	%
8	% ASPHALT IN MIX [6] + [7]		5.3 %	%	%	5.1 %	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP.			NON SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] – [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] – [17]	228	87 T
19	MIX USED ([12] – [11] ÷ (100 + [2])) x 100	4531	98 T
20	% ASPH/ x ([18] [19]) x 100	5.	1 %

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F
MIX TEMP ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND
BY INVOICE
AND TANK ING

MOIST. CONT.

		TEST
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] – [22]) ÷ [22] x	

REMARKS: LIST TIME & EXTENT OF

DRUM DISC

TIME SHIFT STARTS:

REPORT REVIEWED AND ACKNOWL

Michael BT

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

- (WHITE) ENGR OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) RES. ENGINEER • (PINK) REGION ENGR • (GREEN) C

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: Columbia River | CONTRACT NO. 8796 | PREFIX S-1087
SUPPLIER: Scappoose Sand & Gravel | F.A. NUMBER FRTOF 1(4) | DATE 8-15-80 | REPORT NO 0-2
BATCH / ~~DRIER DRUM~~ CONTINUOUS | BRAND & GRADE OF ASPHALT: AC 4000 SHELL | RES. ENGINEER: Phil Barnhart

☐ BITUMINOUS BASE ~~Base~~ ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.			TEST NO. 0-3			TEST NO.			LAB NO. 6306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%		
			14	1	99				98		
			247	13	87				87	± 6	
			615	36	64				65	± 6	
			874	46	54				65		
			1321	70	30				33	± 4	
			1641	87	13				13	± 4	
			1780	94.0	6.0				5.0	± 2.0	
			1992	—	—						
					5.1				5.7	± 0.5	
	TIME			TIME 3:00 PM			TIME				

CIRCLE ALL FAILING TEST RESULTS

TEST NO	D-2		D-3		
2042	~~2330~~		1992		
	0.3 %	%	0.3 %	%	%
	2036		1986		
	1932		1888		
	104		98		
	6.1 %	%	4.9 %	%	%
	0.2 %	%	0.2 %	%	%
	5.3 %	%	5.1 %	%	%

MOIST. CONT. TEST NO.

21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE [21] - [22] ÷ [22] × 100	0.3			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

DRUM DISCHARGE

TIME SHIFT STARTS: TIME SHIFT ENDS

SUMMARY

INCORP.		
INCORP.		
	T	
	T	
	T	
	T	
228	87 T	
531	38 T	
5.	1 %	

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F
MIX TEMP ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND
BY INVOICE
AND TANK ING

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

CONST DIVISION • (GOLDENROD) RES. ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

(DRUM DISCHARGE) DAILY PLANT REPORT — BITUMINOUS MIXTURES

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO: E79
CONTRACTOR: BABLER BROS | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FETOP 1(
MAKE, MODEL, SIZE OF PLANT: BOEING A00 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RES. ENGINE
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO D-3 4 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. D-4 5 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	39	2	98				39	2	98			
1/2"	207	11	89				162	8	92			
1/4"	639	33	67				589	30	70			
# 4	852	45	55				824	42	58			
# 10	1304	68	32				1333	68	32			
# 40	1698	86	14				1697	87	13			
# 200	1799	94.1	5.9				1842	94.3	5.7			
P—	1912	—	—				1953					
ASPHALT %			5.2						5.2			
SAMPLED AT		TIME 10:50 AM			TIME			TIME 3:13 PM			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP.

		TEST NO	D-3		D-4		
1	WET WEIGHT OF MIX SAMPLE		2019		~~2055~~		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		0.3 %	%	0.3 %	%	%
3	DRY WT OF SAMPLE [1] - ([100 + [2]] x 100		2013		2055		
4	DRY WT OF EXTRACTED AGGREGATE		1912		1953		
5	WT OF EXTRACTED ASPHALT [3] - [4]		101		102		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100		5.0 %	%	5.0 %	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)		0.2 %	%	0.2 %	%	%
8	% ASPHALT IN MIX [6] + [7]		5.2 %	%	5.2 %	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP			NON SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE)	T
15	END ASPHALT INVENTORY (TANK STICK)	T
16	ASPHALT THRU PLANT [13] + [14] - [15]	T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	T
18	ASPHALT USED [16] - [17]	T
19	MIX USED [18] ÷ ([100 + [2]]) x 100	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

	SHIFT	HRS RUN		ACCUM	HRS RUN
		HRS DELAY			HRS DELAY
		TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F
MIX TEMP ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] - [22]) ÷ [22] x

REMARKS LIST TIME & EXTENT O

DRUM DISCH

TIME SHIFT STARTS

REPORT REVIEWED AND ACKNOW

Michael B

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) - MATERIALS • (CANARY) - FIELD TESTING DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) C

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

OOSE / ROSS	HIGHWAY: COLUMBIA RIVER	CONTRACT NO: 8798	PREFIX: 5-1087
	SUPPLIER: SCAPPOOSE SAND & GRAVEL	F.A. NUMBER: FRTOP 1(9)	DATE: 8-19-80 REPORT NO: D-
	BATCH / DRUM / CONTINUOUS; BRAND & GRADE OF ASPHALT: AR 4000 SHELL	RES. ENGINEER: PAUL BARNHART	

☐ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TOLERANCE %	SIEVE SIZE
				98		
				87	±6	
				65	±6	
				55		
				33	±4	
				13	±4	
				5.0	±2.0	
				5.1	±0.5	
TIME						

TEST NO.	D-1	D-2	D-3	D-4
TEST NO.			D-3	D-4
			2019	~~2055~~
23			0.3 %	0.3 %
100			2013	2055
			1912	1953
			101	102
			5.0 %	5.0 %
IGNI			0.2 %	0.2 %
			5.2 %	5.2 %

TEST NO.	D-4	D-5	D-6
TEST NO.	D-4		
	39	2	98
	162	8	92
	589	30	70
	824	42	58
	1333	68	32
	1697	87	13
	1842	94.3	5.7
	1953		
			5.2
TIME	3:13 PM		

MOIST. CONT. TEST NO:					
21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE [21 − 22] ÷ 22 × 100	0.3			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES ETC.

DRUM DISCHARGE

TIME SHIFT STARTS TIME SHIFT ENDS

TANK SUMMARY

C MTRL. INCORP.	
N SPEC INCORP.	
JECTED	
TAL	
LK)	T
	T
X)	T
	T
	T
	T
100	T
	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

MARY (PLANT DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

(DRUM DISCHARGE) DAILY PLANT REPORT – BITUMINOUS MIXTURES

HI

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO: 8798
CONTRACTOR: BABLER BROS | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FRTOP 1(9)
MAKE, MODEL SIZE OF PLANT: BOEING A00 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL | RES. ENGINEER: PAUL BA
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS

SIEVE SIZE	TEST NO D-5 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. D-6 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	MIX DESIGN
3/4"	26	2	98				49	3	97				93
1/2"	188	11	89				215	14	86				87
1/4"	505	31	69				569	36	64				65
#4	632	38	62				695	44	56				55
#10	1100	67	33				1112	70	30				33
#40	1419	86	14				1383	87	13				13
#200	1554	94.3	5.7				1501	94.6	5.4				5.0
P—	1698	—	—				1507	—	5.3				5.1
ASPHALT %			5.3										
SAMPLED AT		TIME 11:00 AM			TIME			TIME 3:00 PM			TIME		
TONS REPRESENTED													
DAILY TONNAGE AT TIME OF TEST													

EXTRACTED ASPHALT COMP. TEST NO	D-5			D-6			MOIST. CONT. TEST NO
1 WET WEIGHT OF MIX SAMPLE	1750						21 WET WT. OF MIX SAMPLE
2 % MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3%	%	%	0.3%	%	%	22 DRY WT. OF MIX SAMPLE
3 DRY WT OF SAMPLE [1] : (100 + [2]) x 100	1238			1674			23 % MOISTURE ([21] – [22]) ÷ [22] x 100
4 DRY WT OF EXTRACTED AGGREGATE	1648			1587			REMARKS: LIST TIME & EXTENT OF DELA
5 WT OF EXTRACTED ASPHALT [3] - [4]	90			87			
6 % EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.2 %	%	%	5.2 %	%	%	DRUM DISCHA
7 % ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	0.2 %	%	%	
8 % ASPHALT IN MIX [6] ÷ [7]	5.4 %	%	%	5.4 %	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP			NON SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] - [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] - [17]	150.	20 T
19	MIX USED [16] ÷ [1] (100 ÷ [2]) x 100	2835	52 T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.3	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F
MIX TEMP ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND

TIME SHIFT STARTS TIME

REPORT REVIEWED AND ACKNOWLEDGE

Michael B—

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

pposE	HIGHWAY Columbia River	CONTRACT NO 8798	PREFIX S-1087	
ROSS	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER RFTOP 1(9)	DATE 8-20-80	REPORT NO D-4
	BATCH / DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER PAUL BARNHART	

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

	TEST NO			TEST NO. D-07			TEST NO.			LAB # 96306		
SS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
3				49	3	97				93		
				215	14	86				87	±6	
9				564	36	64				65	±6	
				665	44	56				55		
3				1112	70	30				53	±4	
				1383	87	13				13	±4	
7				1501	94.6	5.4				5.0	±2.0	
				1507	—	— 53						
3			☐			☐			☐	5.1	±0.5	
00 pm	TIME			TIME 3:00 PM			TIME					

CIRCLE ALL FAILING TEST RESULTS

TEST NO						
	D-5			D-6		
	1750					
1 23	0.3%		%	0.3%	%	%
100	1738			1674		
	1648			1587		
	90			87		
	5.2 %		%	5.2 %	%	%
GN)	0.2 %		%	0.2 %	%	%
	5.4 %		%	5.4 %	%	%

MOIST. CONT.	TEST NO				
21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE (21 – 22) ÷ 22 × 100	0.3			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

DRUM DISCHARGE

TIME SHIFT STARTS TIME SHIFT ENDS

ANK SUMMARY	
& MTRL. INCORP.	
ON SPEC INCORP.	
JECTED	
TAL	

TIME SUMMARY				
SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

CK)		T
		T
K)		T
		T
		T
	150.	20 T
100	2835	52 T
	5.	3 %

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

NARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

#D-7

JECTION WARREN SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO ET

CONTRACTOR BABLER BROS | SUPPLIER SCAPPOOSE SAND & GRAVEL | F.A. NUMBER FET 9P 1(

AKE, MODEL & TYPE OF PLANT BOEING A06 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 SHELL | RES

LASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐

SIEVE SIZE	TEST NO D-7 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	12	1	99									
1/2"	181	10	90									
3/8"	536	29	71									
# 4	760	41	59									
# 10	1255	68	32									
# 40	1602	87	13									
# 200	1742	94.2	5.8									
P—	1850	—	—									
ASPHALT %												
SAMPLED AT	DRUM DISCHARGE	TIME 10:00			TIME			TIME			TIME	
ONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP.

		TEST NO.	D-7				
1	WET WEIGHT OF MIX SAMPLE		1959				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]		0.3 %	%	%	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) × 100		1953				
4	DRY WT OF EXTRACTED AGGREGATE		1850				
5	WT OF EXTRACTED ASPHALT [3] - [4]		103				
6	% EXTRACTED ASPHALT ([5] ÷ [3]) × 100		5.3 %	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)		96 %	8.2 %	%	%	%
8	% ASPHALT IN MIX [6] × [7]		%	5.5 %	%	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] - [22]) ÷	

REMARKS: LIST TIME & EXTE

DRUM D

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL INCORP.		
10	NON SPEC INCORP		
11	REJECTED		
12	TOTAL		

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE)	T
15	END ASPHALT INVENTORY (TANK STICK)	T
16	ASPHALT THRU PLANT [13] + [14] - [15]	T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	T
18	ASPHALT USED [16] - [17]	274. 3 T
19	MIX USED ([18] ÷ ([1] ÷ (100 + [2]) × 100)	5113 .80 T
20	% ASPHALT [18] ÷ ([19] - [18]) × 100	5. 3 %

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN		HRS RUN	
HRS DELAY		HRS DELAY	
TOTAL		TOTAL	

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN SNOW

REPORT REVIEWED AND AC

Michael

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

• MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR • (GRE

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

SE	HIGHWAY COLUMBIA RIVER	CONTRACT NO 8798	PREFIX S-1087
35	SUPPLIER SCAPPOOSE SAND & GRAVEL	F.A. NUMBER FRTOP 1(9)	DATE 8-27-89 REPORT NO D-1
	BATCH ~~DRUM~~ CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL	RES. ENGINEER PAUL BARNHART	

☐ BITUMINOUS BASE ☐ BASE ☐ ~~TOP~~ ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO			TEST NO.			TEST NO.			LAB 96306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
									98		
									87	±6	
									65	±6	
									55		
									33	±4	
									13	±4	
									5.0	±2.0	
		8			8			8	5.1	±0.5	
	TIME			TIME			TIME		CIRCLE ALL FAILING TEST RESULTS		

TEST NO.	D-7					
	1939					
	0.3 %	%	%	%	%	%
	~~1963~~	1953				
	~~1863~~	1850				
	~~103~~	103				
	%	53 %	%	%	%	%
	~~5.5~~ %	0.2 %	%	%	%	%
	%	3.5 %	%	%	%	%

MOIST. CONT.	TEST NO.			
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE ([21] − [22] ÷ [27] × 100			

REMARKS: LIST TIME & EXTENT OF DELAYS PLANT CHANGES ETC

DRUM DISCHARGE

TIME SHIFT STARTS TIME SHIFT ENDS

K SUMMARY

RL. INCORP.	
C INCORP.	
ED	

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

T	AVERAGE TEMP (PLANT)	°F
T	MIX TEMP ON ROAD	°F
T	SHIFT WEATHER CONDITIONS	
T	TEMP AM F PM F	
274. 3 T	FAIR CLOUDY RAIN WIND	
5113 .80 T		
5. 3 "		

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mengan

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(W) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

D-8

SECTION Wanon Scappoose | HIGHWAY Columbia River | CONTRACT NO. 879

CONTRACTOR Babler Bros. | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER FFTOF 1(4)

MAKE, MODEL, SIZE OF PLANT Boeing 400 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AR 4000 Shell | RES. ENG

CLASS OF MIX "B" | ☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SP

SIEVE SIZE	TEST NO. D-8 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	%	PASS %
3"	25	1	99									
1½"	229	11	89									
1"	717	35	65									
¾	898	43	57									
#10	1430	69	31									
#40	1793	87	13									
#200	1937	94.5	5.5									
P	2070	100	—									
ASPHALT %			5.1									
SAMPLED AT		TIME 1:00 PM			TIME			TIME			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP.

		TEST NO. D-8					
1	WET WEIGHT OF MIX SAMPLE	2190					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	%	%	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2183					
4	DRY WT OF EXTRACTED AGGREGATE	2070					
5	WT OF EXTRACTED ASPHALT [3] - [4]	113					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.2 %	%	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	%	%	%
8	% ASPHALT IN MIX [6] x [7]	5.4 %	%	%	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP.			NON SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T		
14	ASPHALT RECEIVED (INVOICE)		T		
15	END ASPHALT INVENTORY (TANK STICK)		T		
16	ASPHALT THRU PLANT [13] + [14] - [15]		T		
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T		
18	ASPHALT USED [16] - [17]		T		
19	MIX USED [([12] - [11]) ÷ (100 + [2])] x 100		T		
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.1	%		

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

MOIST. CONT.

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] - [22]) ÷ [2]	

REMARKS: LIST TIME & EXTEN

Drum Du

TIME SHIFT STARTS

REPORT REVIEWED AND AC

Michael B

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ...GR. OF MATERIALS • (CANARY) CONST DIVISION • (GOLDENROD) ...NT ENGINEER • (PINK) REGION ENGR • (GRE

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY Columbia River	CONTRACT NO. 8798	PREFIX 5-1087	
	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER FRTOF 1(4)	DATE 8-28-80	REPORT # 0-6
	BATCH / DRUM / CONTINUOUS; BRAND & GRADE OF ASPHALT AR 4000 Shell	RES. ENGINEER Paul Bankhart		

☐ BITUMINOUS BASE ☐ BASE ☑ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TOLERANCE %	SIEVE SIZE
				98		
				87	±6	
				65	±6	
				55		
				33	IA	
				13	±4	
				5.0	±2.0	
				5.1	±0.5	
TIME						

LAB NO 86306

CIRCLE ALL FAILING TEST RESULTS

TEST NO.	D-8				
	2190				
23	0.3 %	%	%	%	%
100	2183				
	2020				
	113				
	5.2 %	%	%	%	%
GN)	0.2 %	%	%	%	%
	5.4 %	%	%	%	%

MOIST. CONT. TEST NO:				
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE (21 – 22) ÷ 22 × 100			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC

Drum Discharge

TIME SHIFT STARTS TIME SHIFT ENDS

ANK SUMMARY

MTRL. INCORP.	
SPEC INCORP.	
JECTED	
AL	
CK)	T
	T
)	T
	T
	T
	T
100	T
5.1	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN	
	HRS DELAY			HRS DELAY	
	TOTAL			TOTAL	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) °F

MIX TEMP ON ROAD °F

SHIFT WEATHER CONDITIONS

TEMP AM F PM F

FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Mervyn
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(ARY) CONST DIVISION • (GOLDENROD) R... NT ENGINEER • (PINK) REGION ENGR • (GREEN) CONTRACTOR

Oregon State
HIGHWAY DIVISION
Materials Section

m 81-734-3440

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☒ BITUMINOUS MIXTURE

Data Sheet No.: AB 0883
LABORATORY REPORT NUMBER
80 17400

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ject: Warm Scappoose
ghway: Columbia River
ntractor: Babler Bros.
mitted by: JAL BARNHART
Contract No.: 8796
Res. Engr.: P. Barnhart
Sampled by: M. MERRIGAN
Prefix No.: 5-1087
County: Columbia-Rivers
F.A. Proj. No.: FFTSF 1(4)
Date Sampled: 8-12-80

mple No.: 1-1-D EST # 35
Quantity Represented
Purpose of Sample: Record ☐ Check ☑ Qualifying ☐
FIELD CONTROL TEST NUMBER: 35

GREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 1" B" BASE 5-4

ENDED USE: PAVING

ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: SCAPPOOSE SAND & GRAVEL 5-1-1

MPLED AT: STREET

MARKS: CHECK TEST LAB NO # 79-6306

Avg. thickness

ather SUNNY - WARM

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____ #
F.F. ____ #10
Asphalt 5.4 #40
RET 0.2 #200
A/C 5.6

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing
3/4"	2	98
1/2"	17	83
1/4"	37	63
#4	46	54
#10	71	29
#40	87	13
#200	94.3	5.7

LABORATORY REPORT

SIEVE ANALYSIS
☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
1			100	
3/4			99	
1/2			82	
3/8			72	
#4			61	
#8			51	
#10			29	
#40			13	
#200			5.8	
	A/C		5.9	
	Mix Design		79-6306	
	Moisture %		0.58	
	Retention %		0.2	

Total wt. of sample = 1458.5g
OSHD Asphalt 5.9 - 0.2 = 5.7 %
T-27 P#10 of P¼ ____ %
T-11 P200 ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3) ____
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) ____
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 ____
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS ____

Material represented by this sample Does ☑ Does not ☐ comply with specifications.

REMARKS:

Date Received 8/20/80
Date Reported 8-28-80
Lab. Charges $ 40.00

John C. Jenkins
Engineer of Materials

☐ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Barnhart
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Eshelman
2☒ Files
x Babler Bros., Inc.

TRUCTION: Forward White Original to Materials Laboratory — to President Engineer, Originator retain Buff

SP 29756-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE [illegible]
AND
LABORATORY TEST REPORT

☐ AGGREGATE ☒ BITUMINOUS MIXTURE

Page ____ of ____ Page(s)
Data Sheet No.: 3311
LABORATORY REPORT NUMBER
80-16923

Project: WARREN – SCAPPOOSE
Highway: Lower Columbia
Contractor: Babler Bros.
Submitted by: C. Eshelman

Contract No.: 8798
Res. Engr.: P. Barnhart
Sampled by: D. Vessey

Prefix No.: S-1087
County: Col.
F.A. Proj. No.: F.E.T.C.-F-1(4)
Date Sampled: 8-12-80

Sample No.	No. boxes	Quantity Represented
Proctor	one	728

Purpose of Sample: ☐ Mix Design Record ☒ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER: —

AGGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
Shell A.R. 4000 B-Mix

INTENDED USE:
Base Course

QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Scappoose Sand & Gravel 5-1-1

SAMPLED AT:
L 1110+60 28' LT. ℄

REMARKS, INSTRUCTIONS, OR SPECIAL DATA:
Mix Design # 79-6306
using Adjusted gradation 7-10-80

SIEVE ANALYSIS		Sieve Size	Percent Passing
10/¼	%		
40/10	%		
200/10	%		
Fracture	%		
PI			
LL			
S.E.			
Moisture	%		
Retention	%		
Extracted A/C	%		
Total A/C	%		

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS ☒ T-27 ☒ T-11

Sieve Size	Percent Passing T-27	Percent Passing T-11
3/4	100	
1/2	87	
3/8	84	
1/4	70	
1	59	
10	32	
40	14	
200	6.3	

Fracture %
10¼ %
40/10 %
200/10 %
Mix Design No. 79-6306
Moisture 0.37 %
Retention 0.2 %
Extracted A/C 5.8 %
OSHD Asphalt 6.0 %

☐ T-11 P200 %
Total wt. of sample =

☐ T-19 UNIT WT lb/ft LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-96 ABRASION GRADING Percent Wear
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½-1½ ____ 1½-¾ ____ Rip Rap Avg. ____
1½-¾ ____ ¾-3/8 ____ 3/8-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____ %
¼-0 Ref. Ht. ____ in. P20 ____ %
☐ T-112 FRIABLE PARTICLES ____ Wt. Avg. ____ %
1½-¾ ____ % ¾-3/8 ____ % 3/8-4 ____ % 4-16 ____ %
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ %
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests:

Material represented by this sample Does ☒ Does not ☐ comply with specifications.

Lab Comments:

Date Received

Date Reported 8-27-80

Lab Charges $ 40.00

cc: ☒ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Barnhart
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Eshelman
☒ Files
x Babler Bros., Inc.

J. A. McCutcheon
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
ne 31-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☒ BITUMINOUS MIXTURE

Data Sheet No.: AB 7041
LABORATORY REPORT NUMBER
80 17401

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Coquille - Bandon
Highway: Coquille River
Contractor: Babler Bros
Submitted by: M.D. Glenn
Contract No.: 8791
Res. Engr.: P. Barnhart
Sampled by: M. Merryman
Prefix No.: S-1081
County: Coos
F.A. Proj. No.: F-F-161-1(4)
Date Sampled: 8-15-80

Sample No. | Quantity Represented

Purpose of Sample: Record ☑ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER: 2

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Class B

INTENDED USE: Top Lift

QUARRY OR GRAVEL SOURCE AND IDENTIFICATION NUMBER: Scapoose Sand & Gravel

SAMPLED AT: 768+10 - 5th Lt.

REMARKS: Taken from Lot 6
Witnessed by M.D. Glenn

Weather | Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
1			100	
¾			97	
½			89	
⅜			80	
#4			65	
#10			37	
#40			18	
#200			5.9	
Pan			5.4	
			79-6306	
			0.2	

Total wt. of sample = 1700.8g

OSHD Asphalt 5.4 + 0.2 = 5.6 %
T-27 P#10 of P¼ ____ %
T-11 P200 ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Sp. Gr. Recompacted Mix
Theoretical Max. Sp. Gr. 1st Det. = 2.34, 2nd Det. = 2.42
THEOR. GRAV. = 2.40, 1st VOIDS = 11.4% 2nd VOIDS = 2.4%

Material represented by this sample Does ☑ Does not ☐ comply with specifications.

REMARKS:

Date Received 8/20/80
Date Reported 8-28-80
Lab. Charges $ 83.00

Joshua C. Jenkins
Engineer of Materials

☒ FHWA
☐ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Barnhart
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Eshelman
2 ☒ Files
x Babler Bros., Inc.

INSTRUCTION: Forward White Original to Materials Laboratory Sale[illegible] ent Engineer. Originator retain Buff

SP*79756-731

Oregon State
HIGHWAY DIVISION
Materials Section
Tel. (503) 734-3860

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☑ BITUMINOUS MIXTURE

Data Sheet No.: AB 0930
LABORATORY REPORT NUMBER
80-18890

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Wagon Scappoose
Highway: Columbia River
Contractor: Babler Bros.
Submitted by: Paul Barnhart
Contract No.: 8798
Res. Engr.: Paul Barnhart
Sampled by: M. MERRIGAN
Prefix No.: 5-1087
County: Columbia
F.A. Proj. No.: FTPF 1(4)
Date Sampled: 8-19-80

Sample No. | Quantity Represented
Purpose of Sample: Record ☐ Check ☑ Qualifying ☐
FIELD CONTROL TEST NUMBER: #39

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: B TOP
INTENDED USE: PAVING
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Scappoose Sand & Gravel 5-1-1
SAMPLED AT: on street
REMARKS: check test
Weather FAIR Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt 5.3 %
NEED 5.1 ±0.6
MOISTURE 0.3

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing
3/4"	3	97
1/2"	15	85
1/4"	35	65
4	46	54
10	70	30
40	87	12
200	94.4	5.6

-79-6306 LAB # NO

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
3/4			100	
1/2			89	
3/8			81	
1/4			63	
4			53	
10			29	
40			13	
200			6.0	
	A/C		5.0	
	Rotation #		2.2	
	Mix Design		19-6306	
	Moisture #		0.45	

Total wt. of sample = 1483.0g
[ ] OSHD Asphalt 5.0+0.2=[ ] 5.2 %
[ ] T-27 P#10 of P¼ . . . . . %
[ ] T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3) ____
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 ____
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: ____

Material represented by this sample Does ☑ Does not ☐ comply with specifications.

REMARKS:

Date Received 9/1/80
Date Reported 9-12-80
Lab. Charges $ 40.00

Engineer of Materials

- ☐ FHWA
- ☒ Construction Engineer
- ☐ Region Engineer
- ☒ Resident Engineer Barnhart
- ☐ District Engineer
- ☐ Geology and Soils
- ☒ Reg. Geologist Eshelman
- 2 ☒ Files
- x Babler Bros.

DISTRIBUTION: Forward White Original to Materials Lab. Blue to Resident Engineer, Originator retain Buff.

SP*79756-77

Progress Record

Oregon State
HIGHWAY DIVISION
Materials Section
734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 7046
LABORATORY REPORT NUMBER
00 18481

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Warren - Scappoose
Highway: Columbia River
Contractor: Babler Bros
Submitted by: M.D. Glenn
Contract No.: 8"TE
Res. Engr.: Barnhart
Sampled by: M. McIntyre
Prefix No.: S-1(67)
County: Columbia
F.A. Proj. No.: FF-IGE-1(4)
Date Sampled: 8-28-80
FIELD CONTROL TEST NUMBER: C-41

Sample No.	Quantity Represented	Purpose of Sample: Record ☑ Check ☐ Qualifying ☐
	500 T	

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 3/4"-0

INTENDED USE: Class "B" A.C.

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Scappoose Sand & Gravel

SAMPLED AT: Cold Feed Belt to A.C. Plant

REMARKS: Record test witnessed by M.D. Glenn

Weather Cloudy - Cool

Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing
3/4		99
1/2		91
1/4		67
#10		33
#40		14
#200		5.3

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 ☐ OSHD

Sieve Size	Percent Retained	T-27 Percent Accum.	T-11 Percent Passing	% FRACT Percent Fracture
1		100	100	
3/4		99	99	
1/2		91	91	
3/8		84	84	
#4		70	70	
#10		59	59	
#40		30	30	
#200		12	12	
		5.3	5.8	

Total wt. of sample = 7.16 Kg

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 P#10 of P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☑ T-89 LIQUID LIMIT NP Non Det ☑ T-90 PLASTICITY INDEX NP
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☑ Does not ☐ comply with specifications.

REMARKS:

Date Received 8-29-80
Date Reported 9-12-80
Lab. Charges $ 70.00

John C. Johnson
Engineer of Materials

☒ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Barnhart
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Eshelman
2 ☒ Files
x Babler Bros., Inc.

Oregon State
HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☒ BITUMINOUS MIXTURE

Page ____ of ____ pages
Data Sheet No.: 3317
LABORATORY REPORT NUMBER
80 19361

Project: WARREN - SCAPPOOSE
Highway: Columbia River
Contractor: Babler Bros.
Submitted by: C. Eshelman

Contract No.: 8798
Res. Engr.: P. Barnhart
Sampled by: D. Vessey

Prefix No.: 5-1087
County: Columbia
F.A. Proj. No.: F.F.T.O. F-1(4)
Date Sampled: 9-5-80

Sample No.	No. boxes	Quantity Represented
Trailer 3	one	700 TONS

Purpose of Sample: ☐ Mix Design Record ☒ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
Shell A.R 4000 B. Mix

INTENDED USE:
Top Lift

QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Scappose Sand & Gravel 5-1-1

SAMPLED AT:
L 902+50 10' LT. ℄

REMARKS, INSTRUCTIONS, OR SPECIAL DATA:
79-6306
Adjusted Gradation 7-10-80

SIEVE ANALYSIS		Sieve Size	Precent Passing
10/¼	%		
40/10	%		
200/10	%		
Fracture	%		
PI			
L.L.			
S.E.			
Moisture	%		
Retention	%		
Extracted A/C	%		
Total A/C	%		

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS	☒ T-27	☐ T-11
Sieve Size	Percent Passing	Percent Passing
1	100	
¾	99	
½	92	
⅜	85	
#4	70	
#8	47	
#16	33	
#30	25	
#50	15	
#200	7.4	

Fracture %
10/¼ %
40/10 %
200/10 %
Mix Design No. 79-6306
Moisture 0.39 %
Retention 0.2 %
Extracted A/C 5.9 %
OSHD Asphalt 6.1 %

☐ T-11 P200 %
Total wt. of sample = 1723.2g

☐ T-19 UNIT WT lb/ft LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-96 ABRASION GRADING Percent Wear
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½ -1½ ____ 1½ - ¾ ____ Rip Rap Avg. ____
1½ - ¾ ____ ¾ - 3/8 ____ 3/8 - 4 ____ C.A. ____
4 - 8 ____ 8 - 16 ____ 16 - 30 ____ 30 - 50 ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____ %
¼-0 Ref. Ht. ____ in. P20 ____ %
☐ T-112 FRIABLE PARTICLES ____ Wt. Avg. ____ %
1½ - ¾ ____ % ¾ - 3/8 ____ % 3/8 - 4 ____ % 4 - 16 ____ %
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ %
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR –1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests:

Material represented by this sample Does ☒ Does not ☐ comply with specifications.

Lab Comments:
High P¼, P#200
L.w Bowl C content

Date Received 9/9/80
Date Reported 9-15-80
Lab Charges $ 40.00

John C. [illegible]
Engineer of Materials

cc: ☒ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Barnhart
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Eshelman
☒ Files
x Babler Bros., Inc.

ICSI FILE
#8798

Highway Construction 378-6318 FILE: CON 5

June 2, 1980

F. L. Hardt
Region I Construction Engineer

Attn: Marion Craft

From: George Hopkins
Construction Operations Engineer

1 Keasey 4 Richards
Jacknond Berg
Hopkins 4 Inlows
2 Williams Widmer
Johnson Gelsevor
3 Glenn Church
RECEIVED
JUN 2 1980
CONSTRUCTION BRANCH

Subject: Statistical Specifications
Contract #8798
Warren-Scappoose Section

Gale Schwiesow of Babler Bros. Co., has requested to use the statistical specification as a control on the remaining portion of the A.C. Paving on the Warren-Scappoose Section.

In addition, we have agreed to perform some research work with the upper limit of the temperature of the asphalt mixture. The present design temperature of mixing for AR-4000 is 325° F. We would like to determine if a suitable pavement, including moisture content, void content, aggregate coating, compaction and aging of the asphalt can be obtained with a lower temperature at mixing i.e., 300° or 275°. The resident can contact Jim Wilson to work out the details. A change order, to allow for changing the sampling and testing point for asphalt content and gradation will be required.

Resident Engineer Bill Ferguson and his inspector, Bill Ivie, are available upon fairly short notice to assist in setting up this project.

If you have any questions, just give me a call.

GH:mk

cc: H. S. Coulter
Jim Wilson
Bill Ferguson

nig cc: OSHD (Mr Coul r) STATE COPY

Chuck

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	7	Columbia	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-27-84	Wallace N. Bryant, Area Engineer W. N. Bryant Area Engineer	FF-TQF-1(4)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3-19-81	11-30-81	103.3 %	550 CWD

APPROVED EXTENSIONS	LOCATION
18½ CWD State Approved	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WARREN - SCAPPOOSE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, Signing & Signals

This project provided for the construction of roadbed grading, lime-treated subgrade, cement-treated base, and asphalt concrete pavement; construction of two bridges (60-foot and 132-foot long by 80-foot wide); installation of highway signing; installation of traffic signals (nonparticipating); and other incidental work common to this type project.

NOTED
W. E. SCHWARTZ

A contract in the bid amount of $5,573,977.25 was awarded Babler Bros., Inc., Portland, Oregon, on August 28, 1978. Work began on September 5, 1978 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on September 13, 1980 at a final cost of $6,085,942.12, which includes $5,310,400.46 for bid item work, $39,834.56 for work completed under price agreements, $107,587.38 for force account work, $44,278.72 for State Force work, and $583.941.00 for construction engineering.

As indicated in the final inspection report, price reductions for deficient AC density and AC aggregate gradation were assessed. The amounts of those price adjustments were determined to be $1990 and $5786, respectively. A statement of overruns and underruns adequately supporting all major significant overruns and underruns is attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO
cf Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Wallace N. Bryant		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 1-27-84	TITLE Field Operations Engineer	DATE

FORM: FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

A total of 568.5 calendar work days were used to complete the work, as compared to the 550 calendar days allowed under the contract. A request for a time extension of 18.5 days was approved by the State on March 8, 1982; however, since the justification for this additional time was based on delays due to revision of the traffic signal installation for Crown Zellerbach Corporation private road crossing, determined to be nonparticipating, Federal participation in this time extension in the amount of $5550 is also nonparticipating.

Price Agreement No. 8, approved by the State on or about August 1, 1980, documents a change in the point of sampling, testing, and acceptance of gradation of asphalt concrete pavement aggregate to the cold feed of the drier drum. As discussed in inspection report no. 4, dated August 13, 1980, FHWA indicated on several occasions that such a change in sampling was not acceptable. A letter dated September 14, 1983 informed the State that since it did not follow approved and agreed-to procedures relative to this change in specifications, final acceptance of the project was being withheld pending full and adequate justification for the change in point-of-acceptance testing and documentation that an adequate number of check samples were obtained and tested to insure full conformance with the specification requirements. Since no response has been received relative to this problem and because of the need to close out this project in a timely manner, final acceptance is recommended subject to nonparticipation in the following work:

1. All costs associated with the installation of the traffic signal system for Crown Zellerbach Corporation private road crossing.

2. The 18½-day time extension due to revisions of the signal.

3. All asphaltic concrete pavement incorporated into the work subsequent to the State's approval of Price Agreement No. 8.

---WNB---

.nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FF-TQF-1(4)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80341

2A. COUNTY NAME Columbia

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-15-83

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

WARREN - SCAPPOOSE SECTION

11. GENERAL DESCRIPTION OF WORK

Furnish and Place Riprap

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 15, 1983 as requested in Mr. Keasey's November 8, 1983 letter as being cost-effective for the use of State forces to proceed with the above work.

State Force Order No. 14 is approved for a TEC of $7,000; Federal Funds $5,960.

RECEIVED
STAT HWY ENGR
NOV 22 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 11/22

14. DATE 11-18-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hansen

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project FF-TQF-1(4)
Warren - Scappoose Section
Columbia River Highway
(Mr. Keasey's ltr, 8-8-83)

Date: September 14, 1983

From: Division Administrator

Reply to Attn. of: HFO.3=OR

To: Mr. H. S. Coulter, State Highway Engineer

The information submitted with Mr. Keasey's letter requesting final acceptance of the subject project has been reviewed. Our detailed review of the project records indicate that Price Agreement No. 8, documenting a change in the point of acceptance testing of AC gradation, was never submitted for our prior approval. However, an informational copy of Price Agreement No. 8 without explanation or justification for the change was submitted.

As discussed in Inspection Report No. 4, dated August 13, 1980, the Federal Highway Administration indicated on several occasions that such a change in sampling was not acceptable. The subsequent inspection report, dated September 10, 1980, stated that the results of testing several check samples obtained from the grade showed the material was in reasonably close conformance with the specifications and mix design.

Since the State did not follow approved procedures relative to changes in specifications (did not obtain prior approval) final acceptance of the project is being withheld pending full and adequate justification for the change in point of acceptance testing and documentation that an adequate number of check samples were obtained and tested to ensure full conformance with the specification requirements.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
SEP 20 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sten	Act	File
			✓			

WES Orig to 9/22

8798

2-23-83

ARCHAEOLOGICAL RECONNAISSANCE OF THE WARREN-SCAPPOOSE SECTION OF THE COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY, OREGON

by Contract between

Oregon Department of Transportation

Highway Division

and

University of Oregon

Oregon State Museum of Anthropology

by

Richard M. Pettigrew

and

Paul W. Baxter

Oregon State Museum of Anthropology

Eugene, Oregon

February 23, 1983

OSMA Survey Report 83-1

ARCHAEOLOGICAL RECONNAISSANCE OF THE WARREN-SCAPPOOSE SECTION OF THE COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY, OREGON

INTRODUCTION

An archaeological reconnaissance of the proposed highway construction project area on the Columbia River Highway (U.S. 30) between Warren and Scappoose in Columbia County, Oregon, was conducted by the Oregon State Museum of Anthropology (OSMA), University of Oregon, at the request of the Oregon Department of Transportation, Highway Division, to determine if any cultural resources would be effected by the planned construction.

Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways at OSMA directed the field work and writing of this report. Paul W. Baxter, Doctoral student at the Department of Anthropology and Research Assistant, OSMA, performed the background research and wrote the report. Dr. Don E. Dumond, Director of OSMA, is Principal Investigator for the Highway Division contract.

Dr. Pettigrew surveyed the area on May 18, 1978, locating three separate potential archaeological sites. Based on this information, sub-surface testing was recommended to determine whether cultural materials occurred there in a context which could be seen as significant, thus requiring further measures to mitigate the impacts of the planned highway work.

This testing was done between June 10 and 12, 1978 by a six person crew from OSMA, headed by Dr. Pettigrew, after a permit was issued to OSMA in accordance with ORS 273.705. Four 1 x 2 meter test pits were excavated at one of the locations, while the other two locations were investigated using auger holes arranged in a line across them.

Prior to any field work, the Oregon Archaeological Survey files of OSMA were searched for information about any site locations which might have already been reported from the project area, as well as any surveys which may previously have been conducted there. Historic accounts such as the diaries of Lewis and Clark (Thwaites 1905) and ethnographic sources such as Ray's Lower Chinook Ethnographic Notes (1938) were consulted for clues to past land use patterns in the area. In addition to this work Dr. Pettigrew's dissertation was written on the Lower Columbia Valley (Pettigrew 1981), making him entirely familiar with the pertinent literature for the area.

PROJECT SETTING

The improvement of the 5.1 mile long section of the Columbia River Highway (Figure 1), between the towns of Warren and Scappoose became necessary due to the increase in vehicular traffic over the years and because the design of the road did not meet current standards for safety and usability. The proposed project would consist essentially of adding two travel lanes, a paved median and shoulders to the existing highway. Modification of the vertical and horizontal curvatures of the road, flattening of side slopes, flattening of cross road intersection grades and the addition of frontage roads were included in the project to upgrade the highway to modern standards.

The section of highway to be improved parallels the Burlington Northern Railway in sections 1 and 12 of T2N, R2W, and sections 25 and 36 of T4N, R2W, and sections 17, 18, 19 and 30 of T4N, R1W. For the most part this area lies on the edge of a terrace overlooking the Pleistocene floodplain of the Columbia River to the east. This plain was formed by many floods including the Spokane Flood 10,000 to 15,000 years ago near the end of the Wisconsin glaciation (Franklin and Dyrness 1973:16). That flood inundated the entire Willamette Valley creating a lake for a time. The project area lies at the edge of the Willamette Valley and the Puget Trough geologic provinces, two divisions of a single geologic feature. Alluvial action has been responsible for the creation of islands in the Columbia River, such as Sauvie, Bachelor and Deer islands. In earlier times volcanic and marine formations were formed in the area, but all recent deposition has been alluvial (Baldwin 1964). Elevation of the project area ranges from 40 feet (12m) on the northern end to 100 feet (31m) on the southern end near Scappoose.

The climate of the Lower Columbia Valley ranges from a summer average temperature of 26° C with 7 cm of rain, to 4.5° C in the winter with 30 cm of snow (Franklin and Dyrness 1973:38).

Vegetation is abundant, and typical of riparian communities of the Pacific Northwest interior valleys. Common to these are western hemlock (Tsuga heterophylla), black cottonwood (Populus trichocarpa), Oregon ash (Fraxinus latifolia), willow (Salix sp. various) and an undergrowth often heavy with different types of sedge (Carex sp.). Outside of these riparian communities the land is typical of the Willamette Valley containing Douglas fir (Pseudotsuga mensiesii), grand fir (Abies grandis), western red cedar (Thuja plicata), red alder (Alnus rubra), and others (Franklin and Dyrness 1973).

A listing of the various birds and mammals common to the area today does not reflect the full potential of the area in prehistory, but gives an idea of the diversity of wildlife available in the area. Such a list is provided in the Final Environmental Impact Statement for the Warren-Scappoose Unit (Oregon State Department of Transportation, Highway Division), and includes 37 kinds of birds and 32 types of mammals. A few of

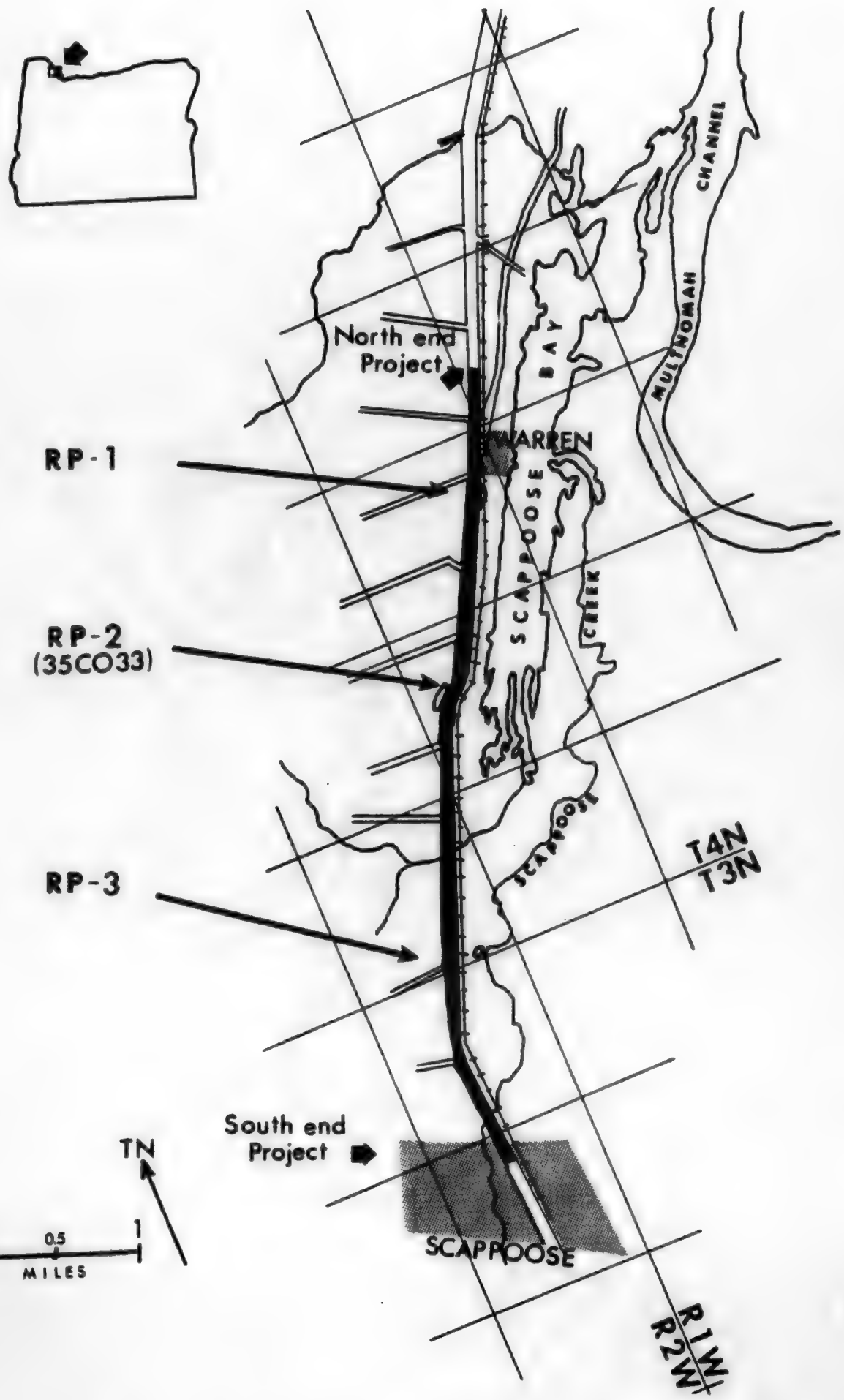


Figure 1. The Warren-Scappoose Highway Project with Archaeological Localities (RP) Shown.

those which may have had economic value to the Indians of the area are the blacktail deer, the whitetail deer, beaver and the various ducks and geese which use the area for wintering and migration. Not listed are elk which were present until modern times and were of importance to aboriginal peoples.

More important to discussions of prehistoric human economies, however, are the riverine animals, particularly the anadromous fish, including all five species of Pacific salmon (Chinook, coho, sockeye, chum, and pink) and both winter and summer steelhead trout (Netboy 1974:266). At the time of contact the Columbia River reared more chinook and coho salmon and steelhead than any other river system in the world. Of the many resident fishes in the river, sturgeon may have been the most economically important in aboriginal times. Freshwater mussels were also frequently utilized. It is clear that the importance of riverine food resources was such that human settlement was closely associated with the river.

ETHNOGRAPHIC BACKGROUND

The project area falls within the ethnographically known territory of the Multnomah tribe of the Upper Chinook dialect speakers of the Chinookan language, the Penutian Language Phyllum. These peoples lived on the lower end of Sauvie Island and the adjacent mainland upstream to about the mouth of the Willamette River. Ten villages are known to have existed within this area. This is an unusually high number of villages and suggests a very rich environment and a large population exploiting it. In the 1830s the epidemics which swept through the country took a heavy toll, depopulating most of the area (Lancefield-Steeves 1980:80).

The settlement pattern of the Chinook was in general one of permanent villages arranged along the Columbia River, often at the mouths of tributary streams. During the winter months these villages were occupied by the entire band, but in the spring, summer and fall the families which lived there may have gone to other areas to take advantage of fishing, hunting, trading or other opportunities. Task specific camps were occupied during these activities.

Subsistence was centered on the abundant salmon, whose five species ascended the Columbia River in three annual runs. Other fish and aquatic animals were also taken. Elk, deer and other animals were hunted, as well as waterfowl attracted to the Portland Basin wintering grounds on the Pacific Flyway. Edible plants were plentiful and included bracken fern, horsetail rush, thistle, cattail, skunk cabbage, cow parsnip, berries (salal, cranberries, huckleberries and others), crabapples, acorns and wapato (Lancefield-Steeves 1980:83).

Multnomah social organization was based on the autonomous village. These were composed of extended families. The people were ranked into

three classes; the upper class, the commoners and slaves. For the most part the upper class was distinguished by wealth, but other factors such as birth, a good marriage or a powerful guardian spirit might raise a person to a higher class. Among the Chinook, the flattened head of a person distinguished freeman rank from that of slave. Slaves were common and numerous, endowing the owner with prestige.

Ethnographic information about the aboriginal inhabitants of the project area reveals two categories of sites: the village and the task specific sites. The village was a large permanent aggregation of houses, with associated pits, middens and other features. High density of artifactual material is common to this site type; however, it is usually located on the flood plain and therefore often buried by subsequent alluvial deposition. The second category, the task specific site, is located wherever resources or activities were conducted. These sites are associated with hunting, fishing, stone quarrying, religious activities, raiding, trading, and all other aspects of life not conducted at the main village. They can be very distinct, displaying large amounts of cultural debris, or they can be very ephemeral, with only a few flakes or less to show that an activity took place there.

ARCHAEOLOGICAL BACKGROUND

The prehistory of the Columbia River from The Dalles to the sea has been of interest to many people, but 1924 marked the first professional investigation of the area. This University of California Project (Strong and Schenk 1925) was followed by many others, but the two projects described below have outlined the culture history of the area, albeit in a preliminary way.

In 1936, the University of Oregon's first excavation on the Columbia River investigated the Big Eddy site (WS-1) at The Dalles. In 1952 the site was revisited and, together with the material from the Five-Mile Rapids site (WS-4), produced a cultural sequence for that area (Cressman, et al. 1960).

Covering the last 10,000 years the sequence as developed by Cressman was divided into three periods--Early, Transitional, and Late. The Early and Late periods were further divided in phases--Initial, Full and Final Early; and Initial and Full Protohistoric, and Contact Historic Late.

The Initial phase of the Early Period at The Dalles begins prior to 10,000 years ago. It is characterized by a limited artifact inventory including blades, scrapers and carved bone. This light occupation is expanded during the Full Early Phase, as exhibited by the rich bone and antler industry, burins, bolas, large bifaces and large kitchen faunal inventory including salmon, birds and mammals. The Final Early phase sees the decline and end of the bone and antler industry, as well as most of the other artifact types seen earlier in the period.

The Transitional Period is reflected in the archaeological record at The Dalles as a period of light occupation characterized by non-diagnostic choppers, scrapers, and other artifacts. The peripherally flaked cobbles found in the Early period increase in number. This period is bracketed between 7000 and 8000 years ago by radiocarbon dates.

The Late Period at The Dalles began with an increase in site use. Projectile point styles prevalent in the Early and Transitional periods are replaced by new forms in the Initial Protohistoric phase. New projectile point forms proliferate throughout the Late Period. Other artifacts which appear for the first time or reappear in the Late Period are sculptured mortars and pestles, carved bone, certain types of choppers and scrapers, and, of course, Euro-American trade items. Cressman et al. (1960:70) assert that informants from the Wasco tribe of the Upper Chinook claimed the Big Eddy site (WS-1) as their permanent village, but only tentative evidence of a single house pit was found at the site. Across the river Lewis and Clark report (Thwaites 1905, Vol. III:185) plank houses belonging to the Wishram.

In 1973 Richard M. Pettigrew from the University of Oregon sampled seven sites in the Portland area, producing data to construct a cultural sequence. The sequence (Pettigrew 1981) begins in the Late Period as defined by Cressman et al. at The Dalles, and consists of two phases, the second of which is further divided into three sub-phases.

The Merrybell Phase is characterized by broad-necked points probably used with an atlatl dart, stemmed drills, flaked cylindrical bipoints, crescents and perforated ground stone pendants. It is radiocarbon-dated to the period between 600 B.C. and A.D. 200. The Multnomah phase begins at A.D. 200 with sub-phase 1. This sub-phase is characterized by a set of small points (presumably made to tip arrows) replacing the larger dart points. Notched net sinkers also appear for the first time. By A.D. 1250, the beginning of the next sub-phase, the dart points are no longer produced, but new forms of the narrow-necked arrow points proliferate as they did at The Dalles. Perforated net sinkers replace the notched variety and then the entire assemblage is enriched by Euro-American goods at about A.D. 1750, marking the beginning of the 3rd sub-phase. Pettigrew ends this sub-phase in 1835, at the end of the devastating epidemics that decimated the aboriginal population.

Viewing this sequence Pettigrew sees a relatively stable cultural sequence with no migrations or other population movements or replacements. Essentially the record is one of stability with a 2600 year continuum of the ethnographic pattern noted for the Chinook (Pettigrew 1981:137).

The sequences summarized for the Portland Basin and The Dalles, while not having been reviewed through detailed comparison of the artifacts, seem likely to present a relatively complete picture of the last 10,000 years of cultural chronology on the Lower Columbia River (Minor

1980:28). Review of the Oregon Archaeological Survey files of OSMA reveals that there are 35 archaeological sites and 20 archaeological surveys as of this writing recorded within ten miles of the project area in the state of Oregon alone. Comparable numbers in both categories probably are to be found in the state of Washington across the Columbia River as well. Of the sites recorded, all but one are in the Lower Columbia River Valley; of these, all but five are on the floodplain. At least nine, and possibly more, of the floodplain sites are reported to be aboriginal villages. Although the number of surveys done in this area is substantial, no systematic area-wide pedestrian coverage has yet been attempted. That the number of substantial sites is so large is therefore probably due to dense aboriginal settlement and high site frequency. Based on this consideration, the probability of finding an archaeological site in this project area appears to be greater than that in similar highway sections in most other parts of western Oregon.

PROCEDURE AND RESULTS

The survey was conducted using standard pedestrian survey techniques. These consist of an on-the-ground reconnaissance of the area to be effected by the construction. All historic and prehistoric materials visible on the surface were noted. In addition to this, since much of the area had already been heavily disturbed by past highway construction, and the dense vegetation was possibly hiding surface manifestations of sites, interested local collectors were consulted about the project area. Finally, since alluvial deposition in the area is so heavy, locations which were suspected of containing cultural resources buried by such deposition were noted.

During the survey one site and two potential sites were noted, and all were tested during the Phase II operations. Only one of these localities, site 35CO33, was selected for its surface manifestations.

Locality RP-1 (NE¼ NE¼ Sec. 49, T4N, R1W) came to the notice of Dr. Pettigrew when a local collector reported that materials had been found in that area prior to the building of the present highway. This location lies on the north side of Warren Creek at an elevation of 40 ft., between Highway stations 985 and 991, just south of the intersection of Highway 30 and Church Road, between the highway and the railroad tracks. This location has most likely been disturbed heavily by both the previous highway construction and the railroad construction.

Locality RP-2 (SE¼ SW¼, Sec. 42, T4N, R1W) was located during the survey by the presence of two flaked cobbles and a hammerstone. This site, 35CO33, lies on the west side of the highway at an elevation of 50 ft. near the beginning of the curve south of the Slaven Road intersection between highway stations 985 and 991. The area is today a plowed field, obviously heavily disturbed by farming practices.

Locality RP-3 (SW¼ SE¼, Sec. 37, T4N, R2W), the final area noted for subsurface investigation, was seen as a likely area due to its proximity to Scappoose Creek on high ground, between 20 and 30 ft. in elevation, overlooking the floodplain of the Columbia River. The location is along an ox-bow lake of the creek, on the east side of Highway 30, in the middle of a field. The highway stations which lie on either end of this stretch are 1080 and 1085.

The subsurface testing of these localities was accomplished with a 25 cm diameter bucket auger and 1m-by-2m test pits. All dirt excavated from the test pits and the auger holes was screened through 1/4-inch mesh. To control for vertical provenience the dirt was removed in 20 cm levels, and the materials found in each bagged and labeled separately. RP-1 and 3, which had not exhibited surface cultural materials were augered to discern whether cultural deposits were present. If any were noted, test pits were to be excavated. RP-2, which had yielded artifacts, was tested with four test pits. All three areas are shown in Figure 1.

Locality RP-1 (Figure 2) was tested with three auger holes. Auger hole 1 met an obstruction near the surface and was abandoned. Auger hole 2 was excavated to 120 cm below the present ground surface where historic materials were encountered (Table 1). These indicated deep disturbance or land filling. Auger hole 3 was extended to 200 cm below the surface but failed to strike any cultural deposits. These three auger holes were each placed seven meters apart along a north side axis. Since no cultural materials of any significance were encountered the locus was abandoned.

Table 1: Materials Recovered from Locality RP-1

Auger Hole	Depth[1]	Flakes		Clay Sample	Historic	Description
		Bas	CCS[2]			
2	100	1				
2	100-110				1	Horse Shoe
2	110-120				1	Wood Stove part
					3	Window Glass frag.
3	200			1		Blue clay

[1]Depth is measured in centimeters below the surface.

[2]CCS is a category containing all those related stone types such as chert, jasper, chalcedony, flint, etc.

Table 2: Materials Recovered from Locality RP-2 (35CO33)

Excavation Unit	Depth[1]	Flakes Bas	Flakes CCS[2]	Pebble	Bisque	Charred Wood	Historic
26-28N/100-101W	0-20	2	1	1	2		
	20-40	2	1	1	4		
	40-60	2					
50-52N/100-101W	0-20	1	1	1			
74-76N/100-101W	0-20	8	3				
	20-40	3					
	40-60		3				
98-100N/100-101W	0-20	1	1			1	
	20-40		4			1	1[a]
	40-60						1[b]
(undisturbed)	60-80	3	2				
(disturbed)	60-90						36[c]
Near 100N/100W	surface	1					

[1]Depth is measured in centimeters below the surface.

[2]CCS is a category containing all those related stone types such as chert, jasper, chalcedony, flint, etc.

[a]Yellow marble.

[b]Drain tile fragment.

[c]Crushed gravel, with one fragment of drain tile.

Locality RP-3 was also tested using auger holes. Five holes were placed at varying distances apart (24 to 30 m) along a north-south line. No cultural material was recovered from these holes, even though they were extended to depths from 230 cm to 260 cm. The borings showed a profile of brown silt overlying a thin black organic band which lay on top of a gray clayey silt immediately above river gravels. Since no cultural deposit was discovered, the area was abandoned.

Locality RP-2 (35CO33) yielded three surface artifacts during the survey (two flaked cobbles and a hammerstone). The sampling strategy included four test pits, 1 m by 2 m in size, placed at 25 m intervals along a north-south line stretching across the locality. Excavations were conducted in 20 cm levels using shovels and trowels, with all dirt being screened through 1/4-inch mesh (see Plates 1 and 2).

Test pit 26-28N/100-101W was excavated to a depth of 60 cm. Table 2 lists the materials recovered from each level. The soil profile noted in this unit showed a brown silt to about 30 cm below the surface. At 30 cm and continuing to the bottom at 60 cm, flecks of charcoal appeared in the silt. The most likely source for this charcoal was from the roots of a stump which had burned, the fire following the roots into the ground. The lack of charcoal in the top 30 cm was attributed to plowing which clearly truncated the charcoal flecked silt. The flakes recovered from this excavation unit are very likely due to geologic processes and not to human action. The pit was discontinued at 60 cm due to the lack of cultural deposits.

Test pit 50-52N/100-101W was excavated to the 60 cm level. It yielded two possibly culturally derived flakes in the 0-20 cm level and nothing else. The profile was the same as that described above. It, too, was discontinued due to the lack of artifactual debris.

Test pit 74/76N/100-101W was excavated to a depth of 60 cm and then augered to 218 cm below the surface where water was encountered. The top 20 cm of the unit produced 11 possibly cultural flakes, the 20-40 cm level yielded 3 more flakes and the 40-60 cm level was culturally sterile. Below 30 cm the silt contained charcoal and orange clay.

Test pit 98-100N/100-101W was excavated to a depth of 80 cm. Near the bottom of the unit, at 60 cm, a trench containing a water pipe was found to cut diagonally across the pit. This area was excavated from 60 to 90 cm, separately from the rest of the unit. It contained a number of pieces of crushed rock (see Table 2). The 11 "flakes" found in the levels above this pipe are likely to be crushed rock also. It can be said with assurance that no undeniable prehistoric artifacts were recovered from this unit, and that not even moderately heavy cultural deposits were encountered.

Plate 1. Excavation at Locality RP-2 (35CO33). View to south.

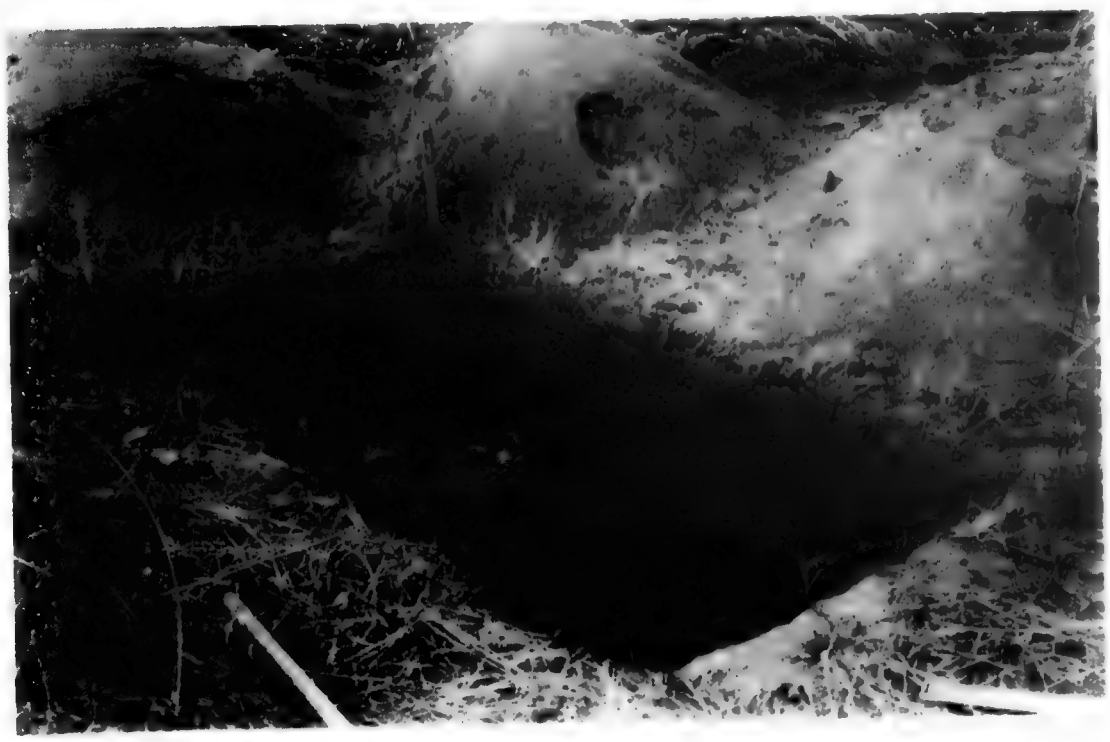


Plate 2. Excavated Test Pit at Locality RP-2 (35CO33). View to southwest.

RECOMMENDATIONS

Since no significant deposits of historic or prehistoric cultural materials were located in the project area, we recommend that no further mitigation of construction impacts is necessary. Since the ethnographically known Multnomah Chinook had a large population, living in many permanent villages, and using many more short term sites, it is very possible that cultural materials could be encountered during construction. If this should occur construction activities should be stopped in that area and the staff of OSMA notified immediately.

Evidence of an archaeological site in this area would include flakes or chipped artifacts of basalt, obsidian, or chert-like stone; stone bowls, pestles, or other ground or sculptured stones; or concentrations of charcoal, fire cracked rock, bones or shell.

Oregon law (ORS 97.745) requires that "Persons disturbing native Indian graves through inadvertence, including construction . . . shall at their own expense reinter the human remains under the supervision of the appropriate Indian tribe." Failure to comply is a Class A misdemeanor, and an Indian tribe has the right to file a civil action against a violator. Since Indian burials are often isolated, it is not possible to predict whether they will occur in the project area. If a human burial is encountered, notify OSMA immediately. If the burial is aboriginal the Commission on Indian Services will be contacted. No further disturbance of any kind should occur after the initial discovery. In the case of an aboriginal burial such disturbance is illegal, and in the case of a non-aboriginal burial further disturbance may destroy evidence in a criminal case.

PALEONTOLOGICAL LOCALITIES

Two fossil localities are recorded in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology within ten miles of the project area. The only locality described is in Washington County in an outcrop of sandstone containing large clams and snails, no doubt of an age of many millions of years. The project area contains no outcrops of ancient sedimentary rock, so such fossils are not likely to be found there. Since only very recent sediment is found near the project area, fossils of any kind are unlikely. If fossilized bones or any other fossils are found during construction or maintenance, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bone (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

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8798

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Vern E. Skoog
Highway Controller

DATE: August 11, 1982

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Final Voucher Submission
Project FF-TQF-1(4)
Warren-Scappoose Section
Columbia County

I request upon preparation of the final voucher on the subject project that appropriation code 124 Federal funds set up on the project be fully utilized and any decrease in funds be from appropriation code A12 which we will then use to adjust funding on FF-F-27(11).

CL:pf

cc: Shirley Williams, FHWA
General Files

Contains
Recycled
Materials
81-125-1387

SP*75683-125

8798

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Vern E. Skoog
Highway Controller

DATE: August 9, 1982

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Final Voucher Submissions
Project No. FF-F-27(11)
Warren-Scappoose Section
Right of Way
Columbia County

As you know Priority Primary funds (Appn Code A12) are no longer available and amounts remaining unobligated are subject to lapse on September 30 of each year. There are currently 3 remaining active projects of which 2 are jointly funded utilizing other funds. The subject project is the only one which is supplemented by currently available funds; therefore, we suggest that this project be the last finaled to insure that all available Priority Primary funds are utilized.

CL:pf

cc: Shirley Williams, FHWA
General Files

Contains
Recycled
Materials
81-125-1387

SP*75683-125

8798 C C 2W

ROAD DESIGN SECTION 378-6558 DES 16

E. L. Hardt
Region I Engineer, Portland

July 30, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Warren-Scappoose Section
L. Columbia River Highway
Columbia County

Verstaag
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do not File [ ]
Return To
Bring Up
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

8798

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 8, 1982

CON 5 #8798

NOTED
H.S.COULTER

Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

RE: Time Extension Request
Warren - Scappoose
Contract No. 8798
FF-TQF-1(4)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 18½ calendar workdays is granted due to the revised traffic signal work done under Price Agreement.

This eliminates all liquidated damages under this contract.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter (att. 1 ltr.)
E. Hardt "
Paul Barnhart "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
MAR 8 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: EDWARD L. HARDT

DATE: January 28, 1982

FROM: PAUL R. BARNHART

SUBJECT: Time Extension Request
Warren-Scappoose
Contract No. 8798

GE RE RME RE
TE RECEIVED RSM
UE MAR 4 1982 RSC
SO REGION I RBI
TO

ASHE CAE FOE GCE SCS SEO — RECEIVED MAR 5 1982 CONSTRUCTION BRANCH — OE CA LE TC TE CP

You will find attached a request for extension of time on the subject project. Time requested is 18½ days.

There is also attached a list of significant dates. The contract was awarded in late August 1978 and we did not stop making changes in the signals until April 24, 1980; a year and eight months later. At this point in time we had charged the contractor 411 of the 550 calendar days allotted to this project. This in fact reduced his material lead time by 411 days. OK

By February 17, 1981 all the corrected material had arrived and the controller had been checked out in our Salem shops.

At this point in time our contractor was in the middle of completing two other State Highway projects with numerous changes (East Fremont Interchange-Southwest Corbett Ave. and one of the east side I-205 projects) and wasn't able to get started until February 25, 1981. He had to split his efforts between the three projects completing this project on March 19, 1981. Not a valid reason added time on this project. only

On March 24 we installed the controller and because of a design error it wouldn't work correctly. It was decided to have the State shops make the necessary modifications. OK

OK In conclusion I recommend we grant the 18½ days requested because of the lateness of the change orders and requesting Hamilton Electric to finish other work before starting the completion of this project. NO.

Attachments

cc: Bryant Jackmond - will attach original.

Recommend 18½ days requested by the contractor, due to receiving late changes after the original. Marvin Cupp

Contains Recycled Materials

WARREN-SCAPPOOSE

List of significant dates

August 28, 1978	Contract awarded
April 24, 1980	Last change order in signals
September 13, 1980	All work completed except signals
February 17, 1981	All material checked out in Salem shops and ready to go
February 25, 1981	Contractor resumed work on signals
March 1, 1981	Started charging contractor time (calendar workdays)
March 19, 1981	Date of scheduled turn on. Salem shop couldn't be there. Changed to March 24th. (We stopped charging time)
March 24, 1981	Salem shops came out with controller and signal wouldn't function. Our design was in error and the controller had to be revised. This was done by our Salem shops.

3-5-82

CTK -

I concur that a time extension of 18½ calendar workdays due to the late revisions of the traffic signals.

Doug

8798

January 14, 1982

Mr. Monte McKechen
Attorney at Law
58 East 11th Avenue, Suite A
Eugene, OR 97401

COM 5
#8798

Dear Mr. McKechen:

This will acknowledge your letter of January 11, 1982, addressed to the Secretary of State with a copy to the Department of Transportation with attached Release of Claim from Signals and Control Systems, Inc. The Release withdraws a claim against Babler Brothers, Inc., in the amount of $3,700.

You state this is in connection with our Contract No. 8798 with Babler Bros., Inc., for work on the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

In checking our records, we do not find where a claim has been filed by Signals and Control Systems but we are making a note of this release.

Sincerely,

Robert W. Gorussen
COMMISSION SERVICES

FKH:dmc
cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
330 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

NOTED ON CARD
1-14-82 - lmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

January 11, 1982

Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR INFORMATION

Re: Release of Claim on Performance Bond
Allen Blvd., Job 9026; Bull Run Road, Job 9025; Bend South City Limits, Job 8950; Warren-Scappoose, Job [redacted] also #8 974

Dear Sir:

Enclosed for filing in each of the above matters is Release of Claim on Performance Bond.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen, P. C.

MCM:db

Enclosures

cc: Department of Transportation.
Thomas H. Hoyt

RECEIVED
JAN 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO Thomsen
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION,
by and through the Oregon State
Highway Division

BE IT HEREBY ACKNOWLEDGED that the previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Babler Brothers, Inc., for the sum of $5,700.00 in reference to Department of Transportation Job No. [redacted] and against the surety bond being posted through Seaboard Surety Company, said bond being dated September, 1978 is hereby withdrawn with prejudice.

All sums due and owing pursuant to the terms and provisons of Signals & Control Systems, Inc. invoice submitted to Hamilton Electric, Inc. for services rendered and materials supplied in connection with Department of Transportation Job No. [redacted] is hereby satisfied, payment being hereby acknowledged.

This Release of Claim on Performance Bond is being filed with the Secretary of State's office or the clerk or auditor of the Oregon Department of Transportation by and through the Oregon State Highway Division.

DATED this 8th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
President

CERTIFIED TRUE COPY
By _____

RECEIVED
JAN 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8798.

December 7, 1981

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

COR 5
#8798

Gentlemen:

On December 2, 1981, we wrote to you concerning release of final payment on Contract No. 8798 awarded to Babler Bros., Inc. for work on the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $12,002.13 and the total contract amount is $5,432,172.40 including $107,487.38 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jg
cc: Babler Bros., Inc.
6201 S. E. Lake Road
Milwaukie, OR 97222

bcc C. T. Keasey
Walt Hart
F. L. Hardt

8798 Warren-Scappoose Sec. 1978
Columbia R. Highway
(gr,pav,strs,sign&sig) #4

CVA 6439	5-8-78
6438	7-3-78
7090	10-11-79

RR 944	8-22-78

8F2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-34		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 1	62-81	Project Number FF-TQF-1(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	~~$6,361,360.00~~	~~$6,328,476.25~~
Federal funds	4,216,648.00(FF) ~~$1,239,490.00(TQF)~~	4,216,648.00(FF) ~~$1,211,286.00(TQF)~~
Other revisions		

This modification is made for the following reasons: To include (Credit to Project) Crown Zellerbach share of Traffic Signal Installation.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 8, 1981

Federal Aid Project
No. FF-TQF-1(4)

Warren-Scappoose Section
Columbia River Highway in Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 902+70.06 to Sta. 1155+80)

Subtotal of previous estimate of December 22, 1978		$5,608,060.00
Credit to Project (Crown Zellerback Corp. Share of Traffic Signal Installation)		(32,883.75)
	TOTAL	$5,575,176.25

Type Code X080
N. Fork Scappoose Cr. Br. No. 2668A (Sta. 1114+20 to Sta. 1114+70)

Total the same as previous estimate of December 22, 1978 $ 279,480.00

Type Code X080
N. Fork Scappoose Cr. Br. No. 2670A (Sta. 1132+96 to Sta. 1134+28)

Total the same as previous estimate of December 22, 1978 $ 753,300.00

Length of Project - Roadway ---------- 4.761
Structure --------- 0.034
TOTAL 4.795 miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds (FF)	Fed. Funds (TQF)	State Funds
Roadway	$5,575,176.25	$4,216,648.00 *	$ 565,181.00	$793,347.25
Structures	753,300.00	------	646,105.00	107,195.00
	$6,328,476.25	$4,216,648.00	$1,211,286.00	$900,542.25

Group (FF-1) 71%; Group (TQF-2) 29%
Contract No. 8798
Prefix: 5-1912
Prefix: 5-1087

*Note: Priority Primary Funds are limited to this amount.

8798 STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-263 + 9-268	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-27-78	STATE Oregon COUNTY Columbia PROJECT NO. FF-TOF-1(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30, 0.1 mi. S. of Scappoose NCL, N. 4.80 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	4.8
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,361,360.00	$ 4,216,648 FF $ 1,239,490 TOF

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Smith

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For: G. L. Green

Date executed by Division Engineer 9-27-78 sw
~~OCT 13 1978~~

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

Warren - Scappose Section
Columbia River Highway in Columbia County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 902+70.06 to Sta. 1155+80)

Furnishing Field Laboratory	1	Each	3,000.00	$ 3,000.00
Mobilization	All	Required		280,000.00
Temporary Protection and Direction of Traffic	All	Required		75,000.00
Temporary Signs	705	Sq.Ft.	5.00	3,525.00
Temporary Barricades	10	Each	100.00	1,000.00
Temporary Concrete Barriers, Reflectorized	500	Lin.Ft.	20.00	10,000.00
Temporary Plastic Safety Markers	60	Each	60.00	3,600.00
Temporalry Delineators	250	Each	12.00	3,000.00
Flagmen	4,600	Hour	23.00	105,800.00
Temporary Sediment Fence	590	Lin.Ft.	5.00	2,950.00
Clearing and Grubbing	All	Required		150,000.00
Removal of Structures and Obstructions	All	Required		50,000.00
Ditch Excavation	1,250	Cu.Yd.	6.00	7,500.00
General Excavation	226,700	Cu.Yd.	2.50	566,750.00
Overhaul	29,900	"C" Yd. Sta.	0.50	14,950.00
Trench Excavation	3,780	Cu.Yd.	8.00	30,240.00
Finisning Roadbed and Slopes	All	Required		30,000.00
Watering	2,500	M-Gal.	5.00	12,500.00
Structure Excavation	225	Cu.Yd.	20.00	4,500.00
1"-0 Aggregate Base	30,700	Ton	5.00	153,500.00
Lime Treated Subgrade	247,700	Sq.Yd.	0.75	185,775.00
Lime for Treated Subgrade	2,790	Ton	73.00	203,670.00
Cement Treated Base Mixture	124,000	Ton	6.00	744,000.00
Portland Cement in CTB Mixture	6,820	Ton	72.00	491,040.00
Asphalt in Seal	570	Ton	150.00	85,500.00
Class "B" Asphalt Concrete Mixture	71,030	Ton	10.50	745,815.00
Asphalt Cement in Mixture	4,620	Ton	97.00	448,140.00
Asphalt in Tack Coat	30	Ton	200.00	6,000.00
Concrete in Box Culverts	170	Cu.Yd.	345.00	57,800.00
Extra for Fish Baffles	All	Required		17,000.00
Reinforcement in Box Culverts	24,800	Lbs.	0.60	14,880.00
4-inch Culvert Pipe	140	Lin.Ft.	6.00	840.00
6-inch Culvert Pipe	40	Lin.Ft.	6.00	240.00

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

8-inch Culvert Pipe	60	Lin.Ft.	7.00	420.00
12-inch Culvert Pipe	3,566	Lin.Ft.	6.50	23,179.00
18-inch Culvert Pipe	378	Lin.Ft.	13.00	4,914.00
24-inch Culvert Pipe	1,768	Lin.Ft.	15.00	26,520.00
36-inch Culvert Pipe	158	Lin.Ft.	22.00	3,476.00
8-inch Sewer Pipe	66	Lin.Ft.	6.00	396.00
12-inch Sewer Pipe	982	Lin.Ft.	13.00	12,766.00
15-inch Sewer Pipe	740	Lin.Ft.	15.00	11,100.00
18-inch Sewer Pipe	234	Lin.Ft.	17.00	3,978.00
24-inch Metal Flap Gates	1	Each	600.00	600.00
Concrete Manholes	3	Each	1,500.00	4,500.00
Concrete Inlets, Type CG-2	7	Each	400.00	2,800.00
Concrete Inlets, Type G-2	3	Each	400.00	1,200.00
Concrete Inlets, Type G-2MA	21	Each	450.00	9,450.00
8-inch Drain Pipe	3,440	Lin.Ft.	6.00	20,640.00
Fiber Filter	3,700	Sq.Yd.	4.50	16,650.00
Gravel in Drains	480	Cu.Yd.	20.00	9,600.00
Guard Rail, Type 2	950	Lin.Ft.	8.50	8,075.00
Guard Rail, Type 2A	1,263	Lin.Ft.	11.50	14,524.50
Guard Rail, Type 3	100	Lin.Ft.	22.00	2,200.00
Guard Rail Anchors, Type	8	Each	230.00	1,840.00
Rail End Pieces, Type A	1	Each	40.00	40.00
Rail End Pieces, Type B	5	Each	80.00	400.00
Rail End Pieces, Type C	8	Each	130.00	1,040.00
Type 1 Fence	2,120	Lin.Ft.	2.00	4,240.00
Type 2 Fence	2,915	Lin.Ft.	2.25	6,558.75
Concrete Walks	550	Sq.Yd.	13.00	7,150.00
Concrete Driveways	410	Sq.Yd.	16.00	6,560.00
Concrete Curbs	2,460	Lin.Ft.	5.00	12,300.00
Extra for Asphalt Approaches	94	Each	200.00	18,800.00
Paved Culvert End Slopes	850	Sq.Ft.	3.00	2,550.00
Drainage Curbs	330	Lin.Ft.	2.50	825.00
Loose Riprap, Class 50	30	Cu.Yd.	30.00	900.00
Rock Gabions	215	Cu.Yd.	50.00	10,750.00
Delineators	200	Each	18.00	3,600.00
Capping Inlets	1	Each	250.00	250.00
Roadside Seeding and Mulching	26	Acre	450.00	11,700.00
Roadside Seeding and Mulching (Punch In or Tack Mulch)	3	Acre	750.00	2,250.00
Erosion Matting	125	Sq.Yd.	4.00	500.00
Well Abandonment	6	Each	300.00	1,800.00

SIGNING

Removal of Existing Sign Installations	All	Required	1,000.0
Wood Sign Posts	All	Required	10,000.00
Sign Support Footings	All	Required	12,000.00
Double Sign Supports	All	Required	14,000.00

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

Single Post Slip Base Sign Supports	All Required		10,000.00
Type "A" Signs in Place	956 Sq.Ft.	20.00	19,120.00
Type "C" and "D" Signs in Place	930 Sq.Ft.	10.00	9,300.00
Type "I" Signs in Place	32 Sq.Ft.	12.00	384.00
Type "U" Signs in Place	76 Sq.Ft.	14.00	1064.00
Type "EE" Signs in Place	130 Sq.Ft.	12.00	1,560.00
Type "EEE" Signs in Place	16 Sq.Ft.	12.00	192.00
Move and Reinstall Existing Signs	All Required		200.00
TRAFFIC			
Traffic Signal Installation, Complete	All Required		40,000.00
			$4,901,877.25

Additional Items

Railroad Protective Costs	All Required		$ 37,000.00
Permanent Pavement Striping	All Required		6,100.00
Temporary Pavement Striping	All Required		5,300.00
Remove Pavement Striping (Exist. & Temp.)	All Required		1,000.00
Temporary Erosion Control	All Required		25,000.00
On the Job Trainees (10 @ $800)	All Required		8,000.00
			$ 82,400.00
	Subtotal		4,984,277.25
	Engineering		623,032.75
	Engineering (Signal Controller Testing)		750.00
			$5,608,060.00

Type Code X080

N. Fork Scappoose Creek Bridge No. 2668A
(Sta. 1114+20 to Sta. 1114+70)

Bridge Removal Work	All Required		$ 35,000.00
Shoring, Cribbing, Etc.	All Required		35,000.00
Structure Excavation	770 Cu.Yd.	10.00	7,700.00
Structure Excavation Below Elevations Shown	80 Cu.Yd.	30.00	2,400.00
Structural Concrete, Class 3300	All Required		80,000.00

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

4'X60'/65' Prestressed Slabs	21	Each	3,500.00	73,500.00
Reinforcement	All	Required		15,000.00
Reinforced Concrete Bridge End Panels	363	Sq.Yd.	40.00	14,520.00
Loose Riprap, Class 100	380	Cu.Yd.	15.00	5,700.00
Asphalt Membrane	533	Sq.Yd.	20.00	10,660.00
				$ 279,480.00

Type Code X080
S. Fork Scappoose Creek Br.# 2670A
(Sta. 1132+96 to Sta. 1134+28)

Bridge Removal Work	All	Required		$ 35,000.00
Structure Excavation	290	Cu.Yd.	8.00	2,320.00
Furnish Pile Driving Equipment	All	Required		20,000.00
Furnish HP 10X42 Steel Piling	2,150	Lin.Ft.	9.00	19,350.00
Drive Steel Piles	1,790	Lin.ft.	3.00	5,370.00
Structural Concrete, Class 3300	All	Required		100,000.00
4'X40'/45' Prestressed Slabs	63	Each	2300.00	144,900.00
Reinforcement	All	Required		12,000.00
Reinforced Concrete Bridge End Panels	528	Sq.Yd.	40.00	21,120.00
Loose Riprap, Class 100	440	Cu.Yd.	15.00	6,600.00
Asphalt Membrane	1,173	Sq.Yd.	20.00	23,460.00
				$ 390,120.00

Subtotal	$ 669,600.00
Engineering	83,700.00
Total	$753,300.00

Length of Project
Roadway - - - - - - - - - 4.761
Structure - - - - - - - - 0.034
Total 4.795 miles

Cost of Roadway per mile - - - - - - - - - - - - $1,571,011.47

Retained in Program Status
(not included in amounts below)

Slide Correction	All	Required	$ 10,000.00
Bikeway Sign and Striping	All	Required	5,000.00
Pacific Northwest Bell	All	Required	71,000.00
Warren Water Association	All	Required	15,000.00

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

City of Scappoose (Water)	All Required	20,000.00
Excavation (Sta. 99+95) (EW)	All Required	50.00
Remove Surfacing & Fence and Replace Topsoil (Sta. 899+) (EW)	All Required	570.00
Flatten Slope (Sta. 938 to Sta. 940) (EW)	All Required	750.00
Building Permitt Fees	All Required	10,000.00
Pipe Under RR (Sta. 1086)	All Required	3,200.00

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds (FF)	Federal Funds TQF	State Funds
			593,385	
Roadway	$5,608,060	$4,216,648*	~~$493,485~~	$797,927
Structures	753,300	- -	646,105	107,195
			4	
Total	$6,361,360	$4,216,648	$1,239,590	$905,122

Group (FF-1) 71%, Group (TQF-2) 29%

Contract No. 8798

Prefix 5-1912

Prefix 5-1087

* Note: Priority primary funds are limited to this amount.

Oregon State Highway Division
Salem, Oregon, September 22, 1978

Federal Aid Project
No. FF-TQF-1(4)

Warren - Scappoose Section
Nonparticipating - State Work

Setting Mailbox	50 Each	50.00	$2,500.00
State Responsibility for Damages	All Required		500.00
Furnish Mail Box Posts	25 Each	20.00	500.00

#2798 5-22-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: FF-TQF-1(4)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80341

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/29/81
8. FEDERAL ROUTE NUMBER: Primary 1
9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:
Warren - Scappoose Section

11. GENERAL DESCRIPTION OF WORK
Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 5/8/81 this will document Credit to project in amount of $32,883.75 - Federal Funds $28,204 which represents payment from Crown Zellerback Corp. for share of costs in the installation of traffic signal and related items.

(SFO #12) (Appropriation code 124)

orig to: 6-2-81

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
Planning
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/22/81	G K Hoosen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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Verstoeg Don
Anderson
2 Christensen W
Olson
3 Sullivan JW2
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RECEIVED
MAY 18 1981
ROAD DESIGN SECTION

Do Not File
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BY FINAL DESIGN ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

Warren - Scappoose
Columbia River Highway
Contract No. 8798
Prefix No. 5-1087

Initial and Circulate

WCB
PFG
Dcm
AMB
ob

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
1	Furnishing Field Laboratory State Provided Lab	Each	1	0	0
2	Mobilization	Lump Sum	100%	100%	0
3	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0
4	Temporary Signs Under PA #6, Numerous County roads were closed, this required additional signing.	Sq. Ft.	705	1,467.3	+52%
5	Temporary Barricades See Bid Item # 4.	Each	10	22	+120%
6	Temporary Concrete Barriers Reflective	Lin. Ft.	500	425	-15%
7	Temporary Plastic Safety Markers	Each	60	57	- 5%
8	Temporary Delineators Full estimated quantity not required on job.	Each	250	96	- 61.6%
9	Flagmen Full estimated quantity not required on job.	Hour	4,600	2,427	- 47.2%
10	Temporary Sediment Fence Permanent drainage installed befor winter rains.	Lin. Ft.	590	0	-100%
11	Clearing and Grubbing	Lump Sum	100%	100%	0

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
12	Removal of Structures and Obstructions	Lump Sum	100%	100%	0
13	Ditch Excavation	Cu. Yd.	1,250	1137.22	- 9%
14	General Excavation	Cu. Yd.	226,700		
15	Overhaul	C-Yd. Sta.	29,900		
16	Trench Excavation	Cu. Yd.	3,780	3947.27	+ 4.4%
17	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0
18	Watering Conditions did not warrant full use of estimated quantity.	M-Gal.	2,500	1126.9	- 54.9%
19	Structure Excavation Estimated quantity in Channelazation area in error.	Cu. Yd.	225	460.02	+ 104.5%
20	1"-0 Aggregate Base The closing of county roads eliminated stage surfacing.	Ton	30,700	22,290.83	- 27.39%
21	Lime Treated Subgrade	Sq. Yd.	247,700	241,334	- 2.6%
22	Lime for Treated Subgrade	Ton	2,790	2,779.51	- 0.37%
23	Cement Treated Base Mixture	Ton	124,000	131,422.56	+ 6%
24	Portland Cement in CTB Mixture	Ton	6,820	6,126.57	- 10.2%

Statement of Overruns and Underruns
Warren - Scappoose
Page 3

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
25	Asphalt in Seal Single lift CTB construction, only one application of asphalt seal required.	Ton	570	213.43	- 62.6%
26	Class B Asphalt Concrete Mixture	Ton	71,030	68,976.97	- 2.9%
27	Asphalt Cement in Mixture Estimated quantity based on 6.5% asphalt . Job mix required 5.5%.	Ton	4,620	3,689.03	- 20.2%
28	Asphalt in Tack Coat Job conditions required the use of more tack.	Ton	30	60.13	+100.4%
29	Concrete in Box Culverts	Cu. Yd.	170	150.9	- 11.2%
30	Extra for Fish Baffles	Lump Sum	100%	100%	0
31	Reinforcement in Box Culverts	LBS.	24,800	22,893.1	- 7.7%
32	4 - Inch Culvert Pipe Deleted.	Lin. Ft.	140	0	- 100%
33	6 - Inch Culvert Pipe	Lin. Ft.	40	64	+ 60%
34	8 - Inch Culvert Pipe	Lin. Ft.	60	74	+ 23.3%
35	12 - Inch Culvert Pipe	Lin. Ft.	3,566	3,741	+ 4.9%
36	18 - Inch Culvert Pipe Job conditions required the use of additional pipe.	Lin. Ft.	378	878	+ 132.3%
37	24 - Inch Culvert Pipe Headroom didn't allow for 24" pipe at two locations. 18" pipe was used as a substitute.	Lin. Ft.	1,768	1,651	- 6.6%

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
38	36 - Inch Culvert Pipe	Lin. Ft.	158	158	0
39	8 - Inch Sewer Pipe Deleted the use of 8", substituted 12".	Lin. Ft.	66	0	- 100%
40	12 - Inch Sewer Pipe Refer to Bid Iter # 39.	Lin. Ft.	982	1038	+5.7%
41	15 - Inch Sewer Pipe	Lin. Ft.	740	773	+ 4.5%
42	18 - Inch Sewer Pipe	Lin. Ft.	234	225	- 3.8%
43	24 - Inch Metal Flap Gates	Each	1	1	0
44	Concrete Manholes Deleted .	Each	3	0	- 100%
45	Concrete Inlets, Type CG-2	Each	7	8	+ 14.3%
46	Concrete Inlets, Type G-2	Each	3	2	- 33.3%
47	Concrete Inlets, Type G-2MA	Each	21	17	- 19.0%
48	8 - Inch Drain Pipe	Lin. Ft.	3,440	3,360	- 3.8%
49	Fiber Filter	Sq. Yd.	3,700	3,360	- 9.2%
50	Gravel in Drains	Cu. Yd.	480	510.5	+ 6.4%

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
51	Guard Rail, Type 2	Lin. Ft.	950	950	0
52	Guard Rail, Type 2A Replaced Bridge ends with precast concrete barriers. (PA # 9)	Lin. Ft.	1,263	1,125.0	- 10.9%
53	Guard Rail, Type 3 Refer to Bid Item # 52.	Lin. Ft.	100	75	- 25.0%
54	Guard Rail Anchors, Type 1	Each	8	8	0
55	Rail End Pieces, Type A	Each	1	4	+ 300.0%
56	Rail End Pieces, Type B	Each	5	5	0
57	Rail End Pieces, Type C	Each	8	8	0
58	Type 1 Fence R/W obligations not completed before contract letting.	Lin. Ft.	2,120	5.709	+ 169.3%
59	Type 2 Fence Refer to Bid Item # 58.	Lin. Ft.	2,915	4,211	+ 44.5%
60	Concrete Walks	Sq. Yd.	550	576.1	+ 4.7 %
61	Concrete Driveways Estimated quantities in error.	Sq. Yd.	410	122.4	- 70.1%
62	Concrete Curbs	Lin. Ft.	2,460	2,418.6	- 1.68 %
63	Extra for Asphalt Approaches	Each	94	100	+ 6.4%

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
64	Paved Culvert End Slopes	Sq. Ft.	850	984	+ 15.8%
65	Drainage Curbs Deleted.	Lin. Ft.	330	0	- 100%
66	Loose Riprap, Class 50	Cu. Yd.	30	19.37	- 35.4%
67	Rock Gabions	Cu. Yd.	215	215.34	+ 0.15%
68	Delineators	Each	200	220.0	+ 10 %
69	Capping Inlets	Each	1	2	+ 100%
70	Roadside Seeding and Mulching Some temporary roadside seeding and mulching done.	Acre	26	36.4	+ 40%
71	Roadside Mulching Deleted replaced by Bid Item # 70.	Acre	10	0	- 100%
72	Roadside Seeding and Mulching (Punch in or Tck Mulch)	Acre	3	2.6	- 13.3%
73	Erosion Matting	Sq. Yd.	125	0	- 100%
74	Setting Mailbox Posts	Each	50	54	+ 8%
75	Well Abandonment	Each	6	6	0

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
Bridge No. 2668A					
76	Bridge Removal Work	Lump Sum	100%	100%	0
77	Shoring, Cribbing, Etc.	Lump Sum	100%	100%	0
78	Structure Excavation Estimated quantities in error figured for 1/2 the bridge.	Cu. Yd.	770	1085.4	+ 41%
79	Structure Excavation below Elevations Shown	Cu. Yd.	80	10.8	- 86.5%
80	Structural Concrete, Class 3300	Lump Sum	100%	100%	0
81	4' X 60'/65' Prestressed Slabs	Each	21	21	0
82	Reinforcement	Lump Sum	100%	100%	0
83	Reinforced Concrete Bridge End Panels	Sq. Yd.	363	359	-1.1%
84	Loose Riprap, Class 100	Cu. Yd.	380	335.41	- 11.7%
85	Asphalt Membrane	Sq. Yd.	533	533.3	+ 0.06%

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
Bridge No. 2670 A					
86	Bridge Removal Work	Lump Sum	100%	100%	0
87	Structure Excavation	Cu. Yd.	290	258.53	- 10.9%
88	Furnish Pile Driving Equipment	Lump Sum	100%	100.0%	0
89	Furnish HP 10 X 42 Steel Piling	Lin. Ft.	2,150	2382	+ 10.8%
90	Drive Steel Piles	Lin. Ft.	1,790	1938	+ 8.3%
91	Structural Concrete, Class 3300	Lump Sum	100%	100%	0
92	4' X 40'/45' Prestressed Slabs	Each	63	63	0
93	Reinforcement	Lump Sum	100%	100%	0
94	Reinforced Concrete Bridge End Panels	Sq. Yd.	528	528	0
95	Loose Riprap, Class 100 Estimated quantity in error.	Cu. Yd.	440	884.4	+ 101%
96	Asphalt Membrane	Sq. Yd.	1,173	1173.3	+ 0.03%

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
97	Removal of Existing Sign Installations	Lump Sum	100%	100%	0
98	Wood Sign Posts	Lump Sum	100%	100%	0
99	Sign Supports Footings	Lump Sum	100%	100%	0
100	Double Sign Supports	Lump Sum	100%	100%	0
101	Single Post Slip Base Sign Supports	Lump Sum	100%	100%	0
102	Type A Signs in Place	Sq. Ft.	956	955.9	- 0.01%
103	Type C and D Signs in Place	Sq. Ft.	930	1,149.1	+ 23.6%
104	Type I Signs in Place	Sq. Ft.	32	32	0
105	Type U Signs in Place	Sq. Ft.	76	76.2	+ 0.26%
106	Type EE Signs in Place	Sq. Ft.	130	154.6	+ 18.9%
107	Type EEE Signs in Place	Sq. Ft.	16	6.9	- 56.9%
108	Move and Reinstall Existing Signs	Lump Sum	100%	100%	0
109	Traffic Signal Installation Complete	Lump Sum	100%	100%	0

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
PRICE AGREEMENTS					
1	On the Job Training	Hour	10,000	3,959	- 60.4%
2	Foundation Fill Material Less required than estimated.	Cu. Yd.	500	215	- 57.0%
3	Documentary Increase In Quantities of BI 58 & 59	Documentary Only			
4	Documentary Issue one material reciept/Shift	Documentary Only			
5	Additional (Traffic Signal Work)	Lump Sum	100%	100%	0
6	Credit for not working under traffic	Lump Sum	100%	100%	0
7	Pit run granular material Back fill material Full estimated quantity not needed.	CY	4000	2,378.3	- 40.5%
8	Documentary (Cold Feed Testing)	Documentary Only			
9	Precast Concrete Barriers on Bridge Ends	Lin. Ft.	175	175	0
10	Pay for removal of Guard Posts.	Ea.	72	72	0
11	Purchase of Material on Hand.	Documentary Only			

8798

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Warren - Scappoose		WEEK ENDING: April 23, 1981
		SECTION PREFIX: 5 - 1087
HIGHWAY: Columbia River Highway		COUNTY: Columbia
NAME OF JOB: Warren - Scappoose	KIND OF WORK: Grading, Paving, Signaling, Signing and Structures	
CONTRACTOR: Babler Bros.	CONTRACT NUMBER: 8798	FEDERAL AID PROJECT NUMBER: FF - TQF - 1 (4)
DATE OF CONTRACT: August 28, 1978	DATE WORK STARTED: September 5, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: 550	WORK DAYS USED: 568.5
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: * See Remarks 103.4%
PROJECT AUTHORIZATION: $6,505,659.41	ENGINEERING AUTHORIZATION: $462,695.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $6,043,963.63	ENGINEERING COST TO DATE: $555,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,570,394.25	PERCENT OF AUTHORIZATION: 120 %	DATE PROJECT WAS COMPLETED: March 19, 1981
ESTIMATED PERCENT OVERRUN / UNDERRUN: 5.8 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Lime	
100%	100%	Gen. Ex. 100%	CTB 100%	AC 100%		100%	

		GRADING	SURFACING	MAINTENANCE MATERIALS	LIME	PAVING
MILES IN PROJECT	5.05					
MILES PARTIALLY COMPLETED		5.05	5.05		5.05	5.05
MILES COMPLETED		226,700CY	124,000T		247,000SY	71,030T
TOTAL ESTIMATED QUANTITIES (CONTRACT)		222,000CY	131,422T		241,000SY	68,976.97T
TOTAL QUANTITIES CORRECTED TO DATE						
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2668A	2670A						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19		0		
MONDAY 20		0		* See Remarks
TUESDAY 21		0		
WEDNESDAY 22		0		
THURSDAY 23		0		
FRIDAY 17		0		
SATURDAY 18		0		

RECEIVED
APR 28 1981
CONSTRUCTION BRANCH

ADME CAE POE QCE SCE EEO
CM CA LE TC PE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	See Remarks
20	See Remarks
21 TUESDAY	See Remarks
22 WEDNESDAY	See Remarks
23 THURSDAY	See Remarks
17 FRIDAY	See Remarks
SATURDAY 18	See Remarks

REMARKS

** Circut Board was not working when final installation completed 3-19-81, because of faulty design by State. State forces will install needed parts.

SIGNED [signature] LOCATION Portland

For; Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#8798 4-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: FF-TOF-1(4)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Columbia
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80341
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/20/81
8. FEDERAL ROUTE NUMBER: Primary 1
9. STATE ROUTE NUMBER: Primary 2W
10. GENERAL LOCATION: Warren - Scappoose Section
11. GENERAL DESCRIPTION OF WORK: Landscaping - Warren School sound berm - furnish plants, labor and equipment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/20/81 as requested in Mr. Keasey's letter of 4/8/81 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 10 is approved for a TEC of $12,000

Federal Funds $10,292.

(above authorization does not require additional obligation of funds)

sent LD 4-24-81

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
Routing
FOR
Info | Inver | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/17/81	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8741

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FF-27(11) Warren-Scappoose Section, Columbia River Highway
File No. 48772
(M. M. Meade ltr 3-6-81)

Date: March 16, 1981

From: Acting Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We concur in the proposed sale of the parcel of land and the revision of the right of way line as outlined on sheet 3 of the right of way plans, subject to the conditions outlined in the subject letter.

for Robert B. Hathaway

cc:
OSHD (M. M. Meade - R/W)
OSHD (J. B. Boyd - R/W)

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MATERIAL PRICE ADJUSTMENT CALCULATION

PREPARED BY	DATE	PROJECT NAME (SECTION) Warren – Scappoose	CONT
REVIEWED (RESIDENT)	DATE	HIGHWAY	COUNTY
APPROVED (CONSTRUCTION)	DATE	MATERIAL Class "B" A.C.	BID ITEM NO.

CONSTITUENT	(F) FACTOR	SPEC.	(T_L) LOWER LIMIT	(T_u) UPPER LIMIT	TEST NO'S	C-14	C-15	C-16	C-17				($\bar{X}n$) TOTAL 1 TO 7 DIVIDED BY (n)	(R) 1 TO 7 HIGHEST MINUS LOWEST
					(a)	–	–	0.45	0.38	0.33	0.30	0.28		
					(n)	1	2	3	4	5	6	7		
#10	5	33	29	37	%	(28)	29	34	32*				30.75	6

MINIMUM LIMIT $P = \left(\frac{\quad}{(\bar{X}n)} + \frac{\quad}{(a)} \times \frac{30\ 36}{(R)} \frac{\quad}{(T_u)}\right) \times \frac{\quad}{(F)}$

MINIMUM LIMIT $P = \left(\frac{29}{(T_L)} + \frac{.38}{(a)} \times \frac{4}{(R)} - \frac{29.75}{(\bar{X}n)}\right) \times \frac{5}{(F)}$

3.

OUTLIER SUSPECT WHEN – (SUSPECT VALUE) ____ – ($\bar{X}n$) ____ > (R) ____ X 0.55 (n, 3&4) 0.60 (n, 5 to 7)

____ GREATER OR LESS ____

$\frac{1768}{\text{QUANTITY}} \times \$\frac{15.45}{\text{PRICE}} \times \frac{0.6}{\text{ADJUST}} \times (\text{TOTAL P})$ ____

879i

ROUGH DRAFT
1/9/81 R. Stevenson

MATERIAL PRICE ADJUSTMENT CALCULATION

	PROJECT NAME (SECTION) Warren – Scappoose										CONTRACT NO. 8798		
	HIGHWAY								COUNTY		PREFIX		
	MATERIAL Class "B" A.C.								BID ITEM NO.		F.A. PROJECT NO.		
(Tu) UPPER LIMIT 37	TEST NO'S	C-14	C-15	C-16	C-17				(X̄n) TOTAL 1 TO 7 DIVIDED BY (n)	(R) 1 TO 7 HIGHEST MINUS LOWEST	(P) % 3.85	DATE 8/13/80	LOT NO. ?
	(a)	–	–	0.45	0.38	0.33	0.30	0.28				DATA FROM Q Plant Dipt # ?	
	(n)	1	2	3	4	5	6	7					
	%	(28)	29	34	32				29.75	6			

MINIMUM LIMIT $P = \left(\frac{29}{(T_L)} + \frac{.38}{(a)} \times \frac{4}{(R)} - \frac{29.75}{(\bar{X}n)}\right) \times \frac{5}{(F)}$ (/ (Tu)) X / (F)

(R) ____ > GREATER OR < LESS ____ X 0.55 (n, 3 to 4) / 0.60 (n, 5 to 7)

1768 QUANTITY × $ 15.45 PRICE × 0.6 ADJUST × (TOTAL P) ____ ÷ 100 = $ 630.99 PRICE REDUCTION

NOTED
H. S. COULTER

Form 734-3049X

OREGON STATE
HIGHWAY DIVISION
CONSTRUCTION BRANCH

TABULATION SHEET
SHEET ... OF ... SHEETS

WARREN SCAPPOOSE — 1/7/81 R. Stenerson
Cont. No. 8798
Babler Bros.
Paul Barnhart-RE.

POSSIBLE
PRICE REDUCTIONS (-)

DATE	TONS	100% PAY	OSHD Standard	OSHD 1980 Statistical	OSHD Jan 1981 Statistical	FHWA Early 1980	FHWA Late 1980	WYOMING & COLORADO
		$	$	$	$	$	$	$
8/8/80	4,100	65,723	3,305	32,862	9,385	19,717	19,717	5,631
8/11	2,733	43,810	—	876	—	—	—	—
8/12	385	6,172	114	1,851	—	617	925	—
"	2,231	35,763	217	7,153		—	10,729	
8/13	1,768	28,341	70	5,668	590	—	—	—
8/15	2,575	39,784	273	7,957	3,234	—	—	2,124
"	1,956	30,220	191	6,044		—	—	
8/19	4,083	63,082	616	31,541	4,417	37,849	18,925	3,531
8/20	2,836	43,816	—	(+) 876	—	—	—	—
8/21	478	7,385	—	(+) 148	—	—	—	—
8/22	1,357	21,753	—	(+) 435	—	—	—	—
8/26	159	2,549	—	(+) 51	—	—	—	—
8/27	957	14,786	1,050	4,436	7,099	739	739	4,696
"	4,207	64,998	—	13,000		—	—	
8/28	3,320	51,294	363	10,259	2,082	—	—	—
"	1,617	24,983	—	2,498		—	—	
8/29	2,020	31,209	242	15,605	1,320	9,363	9,363	1,320
9/2	770	11,897	—	(+) 238	—	—	—	—
9/3	1,755	27,115	—	—	—	—	—	—
9/4	1,196	18,478	—	—	—	—	—	—
9/5	2,256	34,855	—	1,743	—	—	—	—
9/6	507	7,833	—	(+) 157	—	—	—	—
TOTALS	43,266	$ 675,845	$ 6,441	$ 127,888	$ 28,127	$ 68,285	$ 60,398	$ 17,302
PERCENT REDUCTION			0.95%	18.92%	4.16%	10.10%	8.94%	2.56%

RECEIVED
STATE HWY ENGR
JAN - 8 '81
REFER TO
FOR
Info | Invest | R/D | Diff | Spec | Act | File

8738

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

December 9, 1980

Bob Holland
Assistant Attorney General
Department of Justice
Trial Division
100 State Office Building
Salem, Oregon 97310

RE: Berm Maintenance
File 48774 - Warren School
Warren-Scappoose Section
Columbia River Highway
Columbia County

Dear Bob:

I am in receipt of a xerox copy of Ken Rolfe's letter regarding berm maintenance on this file. It has been suggested that we negotiate with the School District that if we plant it they might maintain it. Would this be possible during your negotiations and/or lawsuit with them?

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh

cc: Ken Rolfe
E. S. Hunter
Ed Hardt w/attach.

RECEIVED
TECHNICAL SERVICES
DEC 10 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | | |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

S 798 LETTER OF APPROVAL AND/OR AUTHORIZATION 11-17-80

FEDERAL AID PROJECT NO. F-TQF-1(4)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80341

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

11-21 orig

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR
Info | Invest | R/D | D/R | Stan | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8/2/78	10/28/80	Primary 1	Primary 2 W

GENERAL LOCATION: Warren - Scappoose Section

GENERAL DESCRIPTION OF WORK: Credit to project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10/28/80, as requested in Mr. Keasey's letter of 11/7/80 as being in the public interest to credit the subject project for difference in cost for the installation of concrete shoulder barrier in place of guardrail on bridge approaches.

Credit TEC of $2,255 Federal Funds $1,934. (SFO #8)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/17/80	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—031-083

8798

COM 5

DATE: October 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keaney
Asst. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FF-TQF-1(4)

Contract 8798 , Work Completed September 13, 1980

Project Warren-Scappoose

Highway Columbia River

County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

G. L. Green
Division Administrater

RDC:mh

cc: H. S. Coulter
C. T. Keaney
E. L. Hardt
R. D. Church

5

#2798 10-21-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F- 1QF-1(4)

STATE PROJECT NO.
See below

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80341

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
OCT 24 '80
REFER TO
FOR
Info | Index | R/D | O/R | Sec | Att | File

10-24 orig ✓ Maehrens

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8/2/78	10/6/80	Primary 1	Primary 2W

GENERAL LOCATION:
Warren - Scappoose Section

GENERAL DESCRIPTION OF WORK:
Relocating and revising permanent signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 10/6/80, as requested in Mr. Keasey's letter of 10/16/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved to TEC NTE $2,500 - Federal Funds $2,144.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/21/80	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-696

#9798

STATE COPY

U. S. GOVERNMENT PRINTING OFFICE: 1973—625-965

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HWY ENGR
10-28
OCT 28 '80

REFER TO
Kearney
FOR

Info | Inves | R/D | O/K | Spen | Act | File

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Columbia	Oregon

IN COMPANY WITH
Hart, Craft, Geibel, and Barnhart, OSHD; and Cooper, Contractor

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-26-80	W. N. Bryant, Area Engineer	FF-TQF-1(4)

W. N. Bryant
Area Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	99 %	100 %

WARREN-SCAPPOOSE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, Signing & Signals

This project included the construction of roadbed grading, lime treated subgrade, cement treated base and asphalt concrete pavement; construction of two bridges (60 ft. and 132 ft. long by 80 ft. wide); installation of highway signing; installation of traffic signals (nonparticipating); and other incidental work common to this type project.

A contract in the amount of $5,573,977.25 was awarded Babler Bros., Inc., Portland, Oregon, on August 28, 1978. Work began on September 5, 1978 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on September 13, 1980 at a final estimated cost of $5,444,375. which includes $5,270,000. for bid items; $38,000. for 9 Price Agreements; $124,500. for 14 Extra Work Orders; and $11,875. for 8 State Force Orders. The estimated final cost of Engineering is $490,000.

A total of 549.5 calendar days were used as compared to the 500 calendar days specified. Liquidated damages will be assessed for not meeting the specified compaction (AC mix) and the gradation specified for the AC mix. The amount of liquidated damages have not been fully determined at the present time.

At the time of this inspection FHWA has not received or approved the Price Agreement which changed the point of acceptance of the AC mix from the grade to the cold feed of Dryer Drum (see inspection report 4 dtd. 8-13-80); therefore, Federal participation in the action taken by the State remains to be determined.

The overall appearance of the completed work is considered very good and a smooth riding surface was obtained. Final acceptance of the contract work, subject to resolution of the above specification change, is recommended.

File: MAT 4

STATE OF OREGON

INTEROFFICE MEMO

TO: Paul Barnhart
Resident Engineer

DATE: August 27, 1980

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Sampling for Asphalt Concrete
Compaction Study

A list of samples required for the compaction study referred to in our memos of June 6 and August 21 on the Warren-Scappoose project has been prepared. Enclosed is the listing which includes samples for Joe Button at Texas A & M, John Hallin with FHWA in Portland and the Materials laboratory in Salem.

Containers for the samples have been obtained and will be brought to the project on August 27. Dick Dominick from the Salem laboratory will be available to help with some of the sampling.

JEW:gs

cc: H. S. Coulter
C. T. Keasey
G. Hopkins
D. Glenn
E. Hardt
M. Craft

RECEIVED
STATE HWY ENGR
AUG 27 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-188-1587

Samples Required for Compaction Study on
Warren-Scappoose Project
August 27 - 29, 1980

Joe Button - Texas A & M

1. Twelve 4-inch diameter cores from paving for each test temperature. For test temperatures of 225°F, 250°F and 275°F, 36 cores to be wrapped in heavy cardboard for shipping (by lab). Cores should be cut and mailed as soon as possible for time-temperature M_R testing.

2. Four quarts of asphalt used in paving for each test temperature.

3. One aggregate sample of 75 pounds 3/4"-¼" and 125 pounds of ¼"-0.

4. One-hundred pounds of mix or one sample sack nearly full and one 1-gallon can of mix for each test temperature.

John Hallin - Federal Highway Administration

1. Six 4-inch diameter cores from paving for each test temperature. For test temperatures of 225°F, 250°F and 275°F, 18 cores to be wrapped in heavy cardboard for shipping (by lab).

2. Four quarts of asphalt used in paving for each test temperature.

3. Fifty pounds of mix sealed in 7 one-gallon friction lid cans for each test temperature.

Jim Wilson - Materials Section

1. Four sets of cores from random selected locations with each set consisting of two 4-inch diameter and three 6-inch diameter. To be tested for percent compaction and percent voids.

2. Four samples of mix sampled randomly through each day of production of 30 pounds each. To be tested for laboratory compacted stability and voids, Index of Retained Strength, gradation and asphalt content, percent coating and recovered asphalt viscosity and penetration.

3. Four samples of asphalt cement sampled at near the same time as the mix sampling of three quarts each. To be tested for complete specification conformance, asphaltene settling and Rostler analysis.

4. Four samples of mix sampled randomly through each day of production to be sealed in one-gallon friction lid cans for each test temperature. For each test temperature one of the four cans must have a lid with a fitting for gas sampling.

5. One 1-quart mix sample in friction lid container for each sampling in 2 above.

6. Aggregate samples as in Texas #3.

8 741

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: July 30, 1980

FROM: J. B. Boyd, Manager
Right of Way Section

SUBJECT: Oregon Project No. FF-27(11)
Warren-Scappoose Section
Burlington Northern Railroad
R/W File 50084

A July 14, 1980 letter from G. L. Green of the FHWA reiterates that Federal participation is limited to $9,810 for the right of way settlement with Burlington Northern on the subject project. The total cost of the settlement was $31,660.

We have made numerous attempts to explain the situation to FHWA and persuade them to participate in the total settlement. These attempts have not been successful and I believe it is now time to close the file on this matter.

RDT:csr
cc: G. L. Green
F. D. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. L. Sollis
E. L. Hardt
Frank Lowe
Ken Rolfe
R. P. Stafford, Burlington Northern

RECEIVED
STATE HWY ENGR
JUL 31 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

Contains Recycled Materials
81-128-1387

SP*75685

8798

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

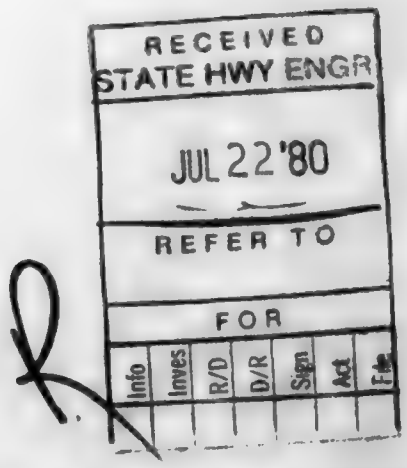
DATE: July 21, 1980

TO: E. L. Hardt
Region I Engineer

ATTN: Marion Craft

FROM: George N. Hopkins
Construction Operations Engineer

SUBJECT: Warren Scappoose Section
Contract 8798
Columbia County



A field inspection on referenced project was made on July 2, 1980 as a result of widespread concern, initiated by the resident engineer, because of the apparent quality of the A.C. paving on the base left to date. Those attending were:

Ed Hardt
Marion Craft
George Hopkins
Dave Glenn
Glen Hossner
Wally Bryant
Jim Wilson
"Bud" Broderick

A follow-up meeting was held in Paul Barnhart's office on July 10, 1980 to establish and agree on what remedial action should be taken. Those attending were:

Ed Hardt
Marion Craft
Paul Barnhart
George Hopkins
Bob Stenerson

It was estimated that 60% of the base lift is in place.

A review of all lab test results, core samples taken throughout the project and the field inspection all indicated widespread segregation. The segregation is severe enough in places that it must be removed from the grade and replaced with a satisfactory mix. There are 13 areas to be removed and they range from one lane or less wide and average 75 feet long. The entire area should then be treated with an emulsion chip seal as determined by Jim Wilson based on the average void content of the existing pavement.

This corrective work should be performed at the contractor's expense.

1-125-1367

Please discuss this matter with the contractor at the earliest possible time. I understand that paving is scheduled to resume about the first of August.

The emulsion chip seal should be completed and accepted prior to allowing any of the top lift to be placed.

GNH:mk

cc: H. S. Coulter
C. T. Keasey
Dave Glenn
Jim Wilson

Form FHWA 121 (1/80)

8799

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FF-27(11)
Warren-Scappoose Sec.
Burlington Northern Railroad File 50084

Date: July 14, 1980

From: G.L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Right of Way Manager Boyd's June 17, 1980, letter requests full federal participation in the State's right of way settlement with Burlington Northern Railroad ($31,000). In past letters I have advised you that federal participation is limited to our prorata share ($9,810) which is based upon the State's review appraisal.

It has been FHWA's consistent position that we will not participate in a settlement that exceeds by 58% the fee value of the right of way being secured from Burlington Northern. The easement from Burlington Northern requires the State, at its sole cost and expense, to provide whatever construction that is necessary to retain the highway and slope on the highway side in the event the Railroad desires to utilize the easement area for railroad purposes. Such a clause in the easement clearly indicates the State has secured an interest far less than fee.

Paragraph 4(e) of FHPM 7-1-2 states, "Interest acquired in all rights of way for federal highways shall be adequate for the construction, operation maintenance and protection of both the transportation facilities and the traveling public." Exceptions to this requirement based upon economic considerations should be submitted to this office for review prior to project certification.

Federal participation is limited to our prorata share of $9,810.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 21 '80
REFER TO
FOR
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8744

NOTED
H. S. COULTER

ROW 18-2

July 14, 1980

RECEIVED
STATE HWY ENGR
JUL 16 '80
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

TO: Glen L. Green, Division Administrator
Federal Highway Administration
ATTENTION: CHARLES MATHIAS

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project No. FF-27(11)
Warren-Scappoose Section
Burlington Northern Railroad
R/W File No. 50084
Refer to HRW-OR

You recently visited my office and indicated that you had checked with a number of states who indicated that they do not have clauses in their easement documents calling for future work on behalf of the road authority if the railroad should ever need the conveyed easement. Attached for your review are the following:

1. A September 6 letter from Mr. R. P. Stafford of Burlington Northern which indicates that the subject paragraph has been used verbatim and in several modified forms in easements with other states where federal participating funds were used.

2. Six easements involving the State of Washington, which have the offending paragraph.

3. An easement with Deschutes County containing the questioned paragraph.

4. Three easements in which the State of Oregon was involved which include that paragraph. These are in addition to the Warren-Scappoose Agreement.

These attachments show that a precedent has been established in that the paragraph in question has been utilized for the last decade and that its use is not limited to the State of Oregon.

RDT/csr

bcc: F.B. Klaboe
C.S. Coulter ✓
E.S. Hunter
D. H. Moehring
V.E. Skoog
J.L. Sollis
R.D. Trygstad

Attachments

8744

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-2

June 17, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. BOYD
Right of Way Manager

SUBJECT: Oregon Project No. FF-27(11)
Warren-Scappoose Section
Burlington Northern Railroad
R/W File No. 50084
Refer to HRW-OR

Your June 12, 1980 letter indicated that Federal participation in the cost of the easement obtained from Burlington Northern for the subject project will be limited to $9,810. The reason indicated for this action is that, in your opinion, the State did not acquire an adequate interest in the right of way for highway purposes.

I would like to emphasize that the Federal Highway Administration is not a party to the continuing responsibilities of the Oregon Transportation Commission relative to this agreement. It is unlikely that we should ever incur any future obligations under this agreement, but if we do, it will be solely the responsibility of the Oregon Transportation Commission. With this fact in mind, I believe that the Federal Highway Administration should participate in the full settlement with Burlington Northern. We have adequate interest in the right of way to build the roadway and any further costs are our responsibility.

RDT/vlw
bc: F. B. Klaboe
C. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. L. Sollis
R. D. Trygstad

NOTED
F. B. KLABOE

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DOT DIRECTOR
JUN 18 '80
REFER TO
FOR
info | direct | R/W | O/R | Sig. | Apt | File

Form 734-3123

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FF-27(11)
Warren-Scappoose Sec.
Burlington Northern Railroad
File 50084

Date: June 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. Scott Coulter
State Highway Engineer, ODOT
Salem, Oregon

NOTED
H. S. COULTER

I have reviewed Right of Way Manager Boyd's letter of September 14, 1979, which requested federal participation in the State's right of way settlement of $31,000 with the Burlington Northern Railroad. The State's settlement exceeded by 58% the fee value of the easement secured from Burlington Northern.

Under Federal-aid procedures it is the State's responsibility to acquire an interest in all rights of way that is adequate for the construction, operation and maintenance of the highway and for the protection of both the transportation facility and the traveling public. The subject agreement requires the State, at its sole cost and expense, to provide whatever construction that is necessary to retain the highway and slope on the highway side in the event the railroad desires to utilize the easement area for railroad purposes.

My review indicates that the State did not acquire an adequate interest in the right of way for highway purposes. On future federal aid projects it is expected that the State acquire an easement so that any rights reserved to the railroad shall be so exercised as not to damage or interfere with the purpose or use for which the highway right of way was acquired. Any exceptions are to be submitted to this office for review prior to project certification..

In the subject case federal participation is limited to our pro rata share of $9,810. Any future construction costs that may be incurred due to the railroad exercising its option is not eligible for federal participation.

G. L. Green

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STATE HWY ENGR
JUN 13 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (J.B. Boyd, R/W)
OSHD (F. Lowe, R/W)
OSHD (D. Luth, R/W)
OSHD (R. Trygstad, R/W)

8798

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: [illegible] N 5

TO: John Jenkins
Engineer of Materials

DATE: June 10, 1980

Attn: Jim Wilson

FROM: George Hopkins
Construction Operations Engineer

SUBJECT: Asphalt Laydown Temperatures
Warren-Scappoose Section
Contract No. 8798

Please proceed as outlined in your letter of June 6, 1980, to take advantage of the NCHRP offer to investigate various asphalt temperatures at laydown on the Warren-Scappoose Section.

The present schedule indicates that paving will resume about the first of August.

Please discuss with Resident Engineer Paul Barnhart and work out the details.

GH:mk

cc: H. S. Coulter/att.
Marion Craft/att.
Paul Barnhart/att.
Dave Glenn/att.

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JUN 11 '80
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FOR
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5-1307

STATE OF OREGON

INTER-OFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer

DATE: June 6, 1980

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Investigation of Asphalt Concrete
Pavement Compaction Problem

The pavement compaction problem described by Gale Schwiesow during our last OSHD-Contractor Committee meeting sounds like the result of a tender mix or slow setting asphalt condition. Since the industry, users and FHWA are supporting the NCHRP project "Influence of Asphalt Temperature Susceptibility on Pavement Construction and Performance" and the investigator has asked for construction projects to investigate, it seems that we should take advantage of their research capabilities.

Our planned investigation of the effect of variation in mixing temperature on pavement compaction on the Warren-Scappoose project should be a good opportunity to take advantage of the NCHRP offer. If you would like to include our project for study on the NCHRP project, please let me know and I will contact Bob Gallaway in Texas. Enclosed is a copy of the project description from the 51st Progress Report for NCHRP.

JEW:gs

cc: H. S. Coulter
G. Hopkins
D. Glenn
J. Sullivan
W. Ferguson

1 Keasey
Jackmond
2 Hopkins
Williams
Johnsen
3 Glenn

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JUN 9 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

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81-125-1387

8798

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: E. L. Hardt
Region I Construction Engineer

DATE: June 2, 1980

Attn: Marion Craft

From: George Hopkins
Construction Operations Engineer

Subject: Statistical Specifications
Contract #8798
Warren-Scappoose Section

Gale Schwiesow of Babler Bros. Co., has requested to use the statistical specification as a control on the remaining portion of the A.C. Paving on the Warren-Scappoose Section.

In addition, we have agreed to perform some research work with the upper limit of the temperature of the asphalt mixture. The present design temperature of mixing for AR-4000 is 325° F. We would like to determine if a suitable pavement, including moisture content, void content, aggregate coating, compaction and aging of the asphalt can be obtained with a lower temperature at mixing i.e., 300° or 275°. The resident can contact Jim Wilson to work out the details. A change order, to allow for changing the sampling and testing point for asphalt content and gradation will be required.

Resident Engineer Bill Ferguson and his inspector, Bill Ivie, are available upon fairly short notice to assist in setting up this project.

If you have any questions, just give me a call.

GH:mk

cc: H. S. Coulter
Jim Wilson
Bill Ferguson

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JUN 3 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1-125-1367

8798

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: Paul Barnhart
Resident Engineer

DATE: May 28, 1980

Subject: Asphalt Concrete Ravelling;
Warren-Scappoose Section,
Contract #8798

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEW
Asst. Engineer of Materials

Test reports #80-6659 through #80-6667 have been distributed for the six sets of asphalt concrete cores recently sampled from the 1979 base lift paving on the Warren-Scappoose project. As indicated by the reports, the pavement ravelling on the project is the result of the extreme variation in quality of the paving mix.

The four and six-inch diameter cores were cut from three locations with two sets cut at each station approximately three feet apart across the panel. The six-inch diameter cores were tested for gradation and asphalt content after removal of the cut surface aggregate. The test results range from 39.6 to 63.3 percent pass ¼ inch sieve, 21.3 to 40.4 percent pass #10, 3.9 to 5.9 percent asphalt and 40 to 85 percent asphalt coating of the coarse aggregate. It is our opinion that the mix variation is the result of segregation prior to or during laydown and possibly from inadequate mixing at the paving plant. Also, we feel that a limit should be included in our specifications like that for the State of Washington which requires a silo must remain greater than 1/3 full throughout a working day.

The four-inch diameter cores were tested for density, percent compaction, percent voids, modulus of resilience and surface abrasion. The test results show that the samples from ravelled areas or with high loss by the surface abrasion test contain excess soft uncoated aggregate, low asphalt content and/or high void content. Tests made for resilience of the pavement indicate considerable variation in flexibility of the surfacing.

Enclosed are photos showing mix from cores sampled three feet apart in the same panel and cores after testing for surface abrasion.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
E. Hardt

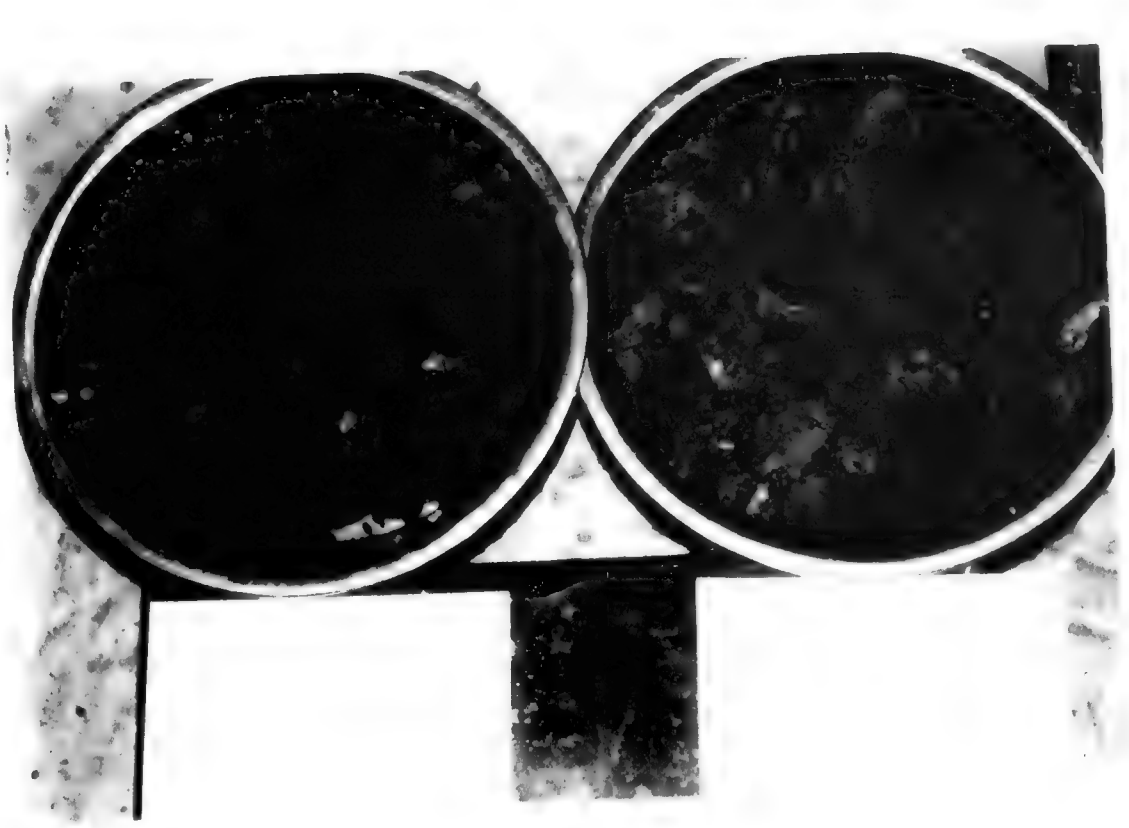
RECEIVED
STATE HWY ENGR
MAY 29 '80
REFER TO
Keasey
FOR
Info | Init | R/D | D/R | Sec | Act | File

6/2 def

What action are you suggesting?

Contains Recycled Materials
81-125-1387

SP*75693.125



Warren-Scappoose Class "B" Paving, Cont. #8798
Paved July - November 1979

Mix from Core #2 (pan to right) wheel track
" " " #1 (pan to left) 3' outside of W.T.

Warren - Scappoose Paving - Class B"
Four inch diameter Cores for q stir test
for surface abrasion | 37.2 grams loss
1/4" wear

Test results for cores #1 and #2
#1 - 17.0 grams loss, 1/8" wear
#2 - 30.2 grams loss, 1/2" wear

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES 4" Base Lift

Laboratory No. M. 8059
Data Sheet No. 23091
Prefix S-1087
Laboratory charge #43-

Project WARREN SCAPPOOSE
Highway COLUMBIA RIVER HIGHWAY
Contractor BAGLER BROS., INC. No. 8798
Submitted by
Source of Material SCAPPOOSE 5+6 #5-1-1 and #5-1-2
Core Location #2 Sampled or inspected at STA 1128+60 17' LT ~~To be used~~ Area of Ravelling in wheel Track
Core Location #1 Sampled or inspected by Sta 1128+60 14' Rt ~~Quantity represented~~ Area outside of Wheel Track

Date received 4-14-80
Date reported 5-21-80

Test results from 4" diameter cores. Lift Thickness - 1.8"

		In place:	Recompacted:
#2	Bulk Specific Gravity	2.25	2.32
"	Modulus of Resilience	" : 537 x 10^3	
"	Percent Relative Compaction		" : 97.0 %
"	Percent Voids (Rice Method)	" : 12.8 %	" : 10.1 %
"	Real Gravity (Rice Method)		2.58

#1 Test for Surface Abrasion of Compacted Bituminous Mixtures: (Calif. Test #360 - Method B)

Abrasion Loss - 17.0 grams
(30 grams maximum specified by California DOT)

For class "B" Design #79-6306:
1) Core location #2 has excessive void content indicating extreme mix gradation and/or asphalt content variation from the design.
2) Core location #1 has satisfactory restance to ravelling.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer Barnhart
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x [redacted] Boyle
- x Wilson
- x Eshelman

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-89—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Lab No. 80-6662

Data Sheet No. 23091

Prefix S-1027

Amount charge $10-

Dept. Invoice No.

Date received 4-14-80

Date reported 5-21-80

BITUMINOUS CORES 6"

Project WARREN-SCAPPOOSE

Highway COLUMBIA RIVER HIGHWAY

Contractor BABLER BROS., INC. No. 8798

Submitted by

Source of material SCAPPOOSE S+G. 5-1-1

Core Location #1 - Sampled or inspected at STA 1128+60 14' LT To be used BASE LIFT

Sampled or inspected by Quantity represented

Location #1

Test results from 6" diameter cores. Lift Thickness 1.8"

Gradation: P 1" - 100 P 3/8" - 77.1 P #40 - 14.0

P 3/4" - 96.9 P 1/4" - 61.7 P #200 - 6.4

P 1/2" - 85.1 P #10 - 40.4 Asphalt Content - 5.4 *

Moisture content at time of extraction - 0.56 %

* Includes 0.2 % retention

Recovered asphalt by Abson Method (AASHTO - T-170) COMPOSITE OF LAB NO'S 80-6662 + 63

Penetration @ 77° F.

Kinematic Viscosity @ 275° F.

Absolute Viscosity @ 140° F.

COATING - 80 %

FILM THICKNESS - DRY - SUFF

REMARKS - SAMPLES CONTAINED A SOFT FRIABLE MATERIAL.

For class "B" design #79-6306 with job mix. Tolerance:
1. Gradation-6% excess P#10.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Barnhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle
x [illegible]
x Eshelman
x Babler Bros.

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jackson

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Lab No. 6663
Data Sheet No. 23091
Prefix S-1087
Amount charge $ 40 —
Dept. Invoice No.
Date received 4-14-80
Date reported

BITUMINOUS CORES 6"

Project WARREN - SCAPPOOSE
Highway COLUMBIA RIVER HIGHWAY
Contractor EMBLEN BROS., INC. No. 8798
Submitted by
Source of material SCAPPOOSE 5+6 5-1-1
Core location "2-
Sampled or inspected at STA 1128+60 19' RT To be used BASE LIFT
Sampled or inspected by Quantity represented

Location #2

Test results from 6" diameter cores.

Gradations: P 1" - 100 P 3/8" - 55.9 P #40 - 12.6
P 3/4" - 95.6 P 1/4" - 39.6 P #200 - 6.4
P 1/2" - 71.9 P #10 - 21.7 Asphalt Content - 3.9 %
Moisture content at time of extraction - 0.62 %
Includes 0.2 % retention

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.
Kinematic Viscosity @ 275° F.
Absolute Viscosity @ 140° F.

COATING - 40 %
FILM THICKNESS - VERY DRY
REMARKS - MIX APPEARED VERY OPEN GRADED AND LOOSE. TOP 1" OF LIFT SHOWED SEVERE CONTAMINATION BY SAND AND/OR DUST. SAMPLES CONTAINED A SOFT FRIABLE MATERIAL.

For class "B" design #79-6306 with job mix. Tolerance:
1. Gradation-9% deficient P½", 14% deficient P¾", 4% deficient P#10, 1.3% deficient asphalt content.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Barnhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle
x Wilson
x Eshelman
x Babler Bros.

State Printing 53245

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jenkins

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
BITUMINOUS CORES 4"-Base Lift

80- 6660

Laboratory No. 80- 6660
Data Sheet No. 23091
Prefix S-1087
Laboratory charge $43—

Project Warren Scappoose
Highway Columbia River Highway
Contractor Bagler Bros., Inc. No. 8798

Date received 4-14-80
Date reported 5-21-80

Submitted by

Source of Material Scappoose S+G 5-1-1
Core Location #4 Sampled-or-inspected at Sta 1049+30 11'RT To be taken Approx. 2 inches outside fog line
Core Location #3 Sampled-or-inspected by Sta. 1049+50 12'RT Quantity represented Approx 1 inch inside of fog line (closest to wheel tracks)

Lift Thickness 2.7"

Test results from 4" diameter cores.

	In place:	Recompacted:
#4 Bulk Specific Gravity	2.27	2.38
" Modulus of Resilience	: 450 x 10^3	
" Percent Relative Compaction		: 95.4%
" Percent Voids (Rice Method)	: 10.3 %	: 5.9 %
" Real Gravity (Rice Method)		2.53

#3 Test for Surface Abrasion of Compacted Bituminous Mixtures (Calif. Test #360 - Method B)

Abrasion Loss - 37.2 grams
(30 gram maximum specified by California DOT)

For class "B" design #79-6306:
1) Core location #4 has high void content and satisfactory compaction.
2) Core location #3 has high abrasion loss indicating a borderline resistance. to pavement ravilling.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer Barnhart
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x [illegible] Boyle
- x Peterson
- x Eshelman
- x Bablot Bros.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 80 66[illegible]
Data Sheet No. 23091
Prefix 5-1087
Amount charge $ 40—
Dept. Invoice No.
Date received 4-14-80
Date reported 5-21-80

Bituminous Cores 6"

Project Warren - Scappoose
Highway Columbia River Highway
Contractor Bagler Bros., Inc. No. 8798
Submitted by
Source of material Scappoose S+G 5-1-1
Location #3
Sampled or inspected at Sta 1149+50 12' Rt To be used Base Lift
Sampled or inspected by Quantity represented

Location #3

Test results from 6" diameter cores. Lift Thickness — 2.4"

Gradation: P 1" - 100 P 3/8" - 78.0 P #40 - 14.7
P 3/4" - 98.6 P 1/4" - 63.3 P #200 - 6.9
P 1/2" - 88.8 P #10 - 31.4 Asphalt Content - 5.9 *

Moisture content at time of extraction - 0.63 %

* Includes 0.2 % retention

Recovered asphalt by Abson Method (AASHTO - T-170) Composite of Lab No's. 80-664+65

Penetration @ 77° F.

Kinematic Viscosity @ 275° F.

Absolute Viscosity @ 140° F.

Coating - 85 %

Film Thickness - Suff

Remarks - Mix contained soft rock.

For class "B" design #79-6306 with job mix.

Tolerance:

1. Gradation and asphalt content are satisfactory.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Barnhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jenkins

x Wixson
x Kabelman
x Kabker Bros.

Form E-09-10M--7-63.

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 80-[illegible]35
Data Sheet No. 2-[illegible]-81
Prefix 5-1088
Amount charge $ 40-
Dept. Invoice No.
Date received 4-14-80
Date reported 5-21-80

BITUMINOUS CORES 6"

Project WARREN - SCAPPOOSE
Highway COLUMBIA RIVER HIGHWAY
Contractor BAILER BROS., INC. No. 8798
Submitted by
Source of material SCAPPOOSE 5-1-1
Sampled or inspected at Core Location #4 STA 1049+50 11' RT To be used BASE LIFT
Sampled or inspected by Quantity represented

Location #4

Test results from 6" diameter cores. Lift Thickness - 2.4"

Gradation: P 1" - 100 P 3/8" - 69.2 P #40 - 13.1
P 3/4" - 99.0 P 1/4" - 49.9 P #200 - 6.3
P 1/2" - 84.3 P #10 - 25.5 Asphalt Content - 5.0 *
Moisture content at time of extraction - 0.69 %

* Includes 0.2 % retention

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.
Kinematic Viscosity @ 275° F.
Absolute Viscosity @ 140° F.

COATING - 70%
FILM THICKNESS - DRY
REMARKS - MIX APPEARED TO BE OPEN GRADED WITH THE TOP 3/4" OF THE LIFT SHOWING CONTAMINATION BY SAND AND/OR DUST. SAMPLES CONTAINED A SOFT FRIABLE MATERIAL.

For class "B" design #79-6306 with job mix. Tolerance:
1. Gradation-4% deficient P¾", 0.2% deficient asphalt content.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Barnhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle
State Printing 52346
x Wilson
x Ruhelman
x Bahler Bros.

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jenkins

Form 81-734-3089

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
BITUMINOUS CORES 4"-Base Lift

Laboratory No. 80- 6661
Data Sheet No. 23091
Prefix S-1087
Laboratory charge # 43-

Project WARREN SCAPPOOSE
Highway COLUMBIA RIVER HIGHWAY
Contractor BAGLER BROS., INC. No 8798
Submitted by

Date received 4-14-80
Date reported 5-21-80

Source of Material SCAPPOOSE S&G
Core location #8 Sampled or inspected at STA 996+45 20' LT
Core location #7 Sampled or inspected by Sta 996+45 22' Lt
To be used 5-1-1 Pavement without traffic (2' inside of #7)
Quantity represented Pavement without traffic (2' outside of #8)

Test results from 4" diameter cores. Lift Thickness - 2.0"

		In place:	Recompacted:
#8	Bulk Specific Gravity	2.16	2.36
"	Modulus of Resilience	247 x 10^3	
"	Percent Relative Compaction		91.5%
"	Percent Voids (Rice Method)	15.0%	7.1%
"	Real Gravity (Rice Method)		2.54

#7 Test for Surface Abrasion of Compacted Bituminous Mixtures (Calif. Test #360 - Method B)

Abrasion Loss - 80.2 grams
(20 grams maximum specified by California DOT)

For class "B" design #79-6306:

1) Core location #8 has low compaction and excessive void content.

2) Core location #7 has excessive abrasion loss indicating inadequate resistance to pavement ravelling.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer Barnhart
- ☐ District Engineer
- ☐ Materials, Portland
- x ☐ Files
- x [illegible] Boyle
- x Wilson
- x Fahelman

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-80-10M-7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Lab. Accession No. 80-6666

Data Sheet No. 23 of 1

Prefix 5-1087

Amount charge 1 40-

Dept. Invoice No.

Date received 4-14-80

Date reported 5-21-80

Bituminous Cores 6"

Project WARREN-SCAPPOOSE

Highway COLUMBIA RIVER HIGHWAY

Contractor BABLER BROS., INC No. 8798

Submitted by

Source of material SCAPPOOSE 5+6 5-1-1

Sampled or inspected at Core location #7 STA 996+45 22'LT To be used BASE LIFT (No Traffic)

Sampled or inspected by Quantity represented

Location #7

Test results from 6" diameter cores. Lift Thickness - 2.0"

Gradation: P 1" - 100 P 3/8" - 58.2 P #40 - 10.7
P 3/4" - 93.4 P 1/4" - 43.5 P #200 - 5.0
P 1/2" - 73.2 P #10 - 21.3 Asphalt Content - 4.0 *
Moisture content at time of extraction - 0.62 %
* Includes 0.2 % retention

Recovered asphalt by Abson Method (AASHTO - T-170) COMPOSITE OF LAB NO'S 80-6666 & 67

Penetration @ 77° F.

Kinematic Viscosity @ 275° F.

Absolute Viscosity @ 140° F.

COATING - 85%

FILM THICKNESS - DRY-SUFF

REMARKS - GRADATION OF MIX APPEARED VERY COARSE.

For class "B" design #79-6306 with job mix.

Tolerance:

1. Gradation-8% deficient P½", 10% deficient P¼", 5% deficient P#10, 1.2% deficient asphalt ~~xx~~ content.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Bannhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle
State Printing 52248
x ~~Wilson~~
x Eshelman
x Babler Bros.

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jenkins

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT

MATERIALS DIVISION LABORATORY RECORD

BA- 6667

D... Sheet No. 23091

Prefix S-1027

Amount charge $ 40-

Dept. Invoice No.

Date received 4-14-80

Date reported 5-21-80

BITUMINOUS CORES 6"

Project WARREN - SCAPPOOSE

Highway COLUMBIA R. HIGHWAY

Contractor BAGLER BROS., INC. No. 8798

Submitted by

Source of material SCAPPOOSE SH & S-1-1

Sampled or inspected at Core Location #8 STA 996+45 20' LT To be used BASE LIFT (No Traff.)

Sampled or inspected by Quantity represented

Location #8

Test results from 6" diameter cores. Lift Thickness — 1.9"

Gradation: P 1" - 100 P 3/8" - 72.9 P #40 - 12.7

P 3/4" - 95.4 P 1/4" - 54.2 P #200 - 6.0

P 1/2" - 82.0 P #10 - 26.7 Asphalt Content - 4.5 *

Moisture content at time of extraction - 0.6% %

* Includes 0.2% retention

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.

Kinematic Viscosity @ 275° F.

Absolute Viscosity @ 140° F.

COATING - 85%

FILM THICKNESS - SUFF

For class "B" design #79-6306 with job mix.

Tolerance:

1. Gradation is acceptable, 0.7% deficient asphalt.

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
x 0 Resident Engineer Barnhart
0 Dist. Maint. Supt.
0 Foreman
x 0 Files
x Boyle
State Printing 53245
x Wilson
x Eshelman
x Bagler Bros.

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

John C. Jenkins

Form 81-

Laboratory number
80-6659-67
(Do not use this space)

OREGON STATE HIGHWAY DIVISION
MATERIALS AND RESEARCH SECTION

SAMPLE DATA SHEET

Data Sheet

№ 23091

Type of Material AC CORE

Project WARREN ~ SCAPPOOSE (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 0 5-1087

Highway L. COLUMBIA R. County COL

Contractor BABLER BROS (Give name of contractor if work is under contract) Contract No. 8798 F.A. Project No. FF TOE 1(9)

Submitted by ESHELMAN Title GEO Address MILW

B.P.R. Record Sample ..... Control Sample ..... Check Sample .....

Identification of sample: SAME (Preferably use sample number given at top of this sheet) Sample No. ..... (Numbers for each job to begin with one)

Shipped 4-14-80 (Date) By SHUTTLE (Express, parcel post, freight) Approximate quantity 1-BOX

Sampled by J.H. SARGEANT Title INSP Address MILW

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description CLASS B-AC (Type, size, grade) To be used in PAVT (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? BASE LIFT (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required AS PER PHONE CALL WITH P BARNHART @ G BOYLE

Have qualifying tests been made for this project? Yes X No .....

Source of sample ..... (Original source for natural materials or company name for manufactured materials)

Date sampled 4-11-80 Sampled at JOB LOCATION

Has material from same source been tested previously? ..... If so, give sample numbers .....

.....

Quantity of material represented by this sample ..... Quantity represented by previous samples for this project .....

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement CLASS "B" Course BASE

Location by station numbers SEE ATTACHED SHEET Quantity represented .....

Date laid ..... Date sampled .....

Remarks:

RECEIVED
APR 14 1980
MATERIALS DIVISION

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

J H Sargeant

OREGON STATE HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

05098

BR 12771-76

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: WARREN ~ SCAPPOOSE
Prefix No: S-1087
Cont. No: 8798
Highway: L. COLUMBIA R.
F.A. Proj. No: FF-TQF-1(14)
Contractor: BAILER BROS
County: COL
Submitted by: C.J. ESHELMAN Sampled by: J.H. SARGEANT
Date Submitted: 6-25-80
Samples: RECORD ☐ OTHER ☒ MIX CLASS: B BASE

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: PLANT MIX	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
	1980															
	TARGET STRIP #					7-80										
1P	6-24	921+89	L	—	15°	X			2.0	565	982	962	2.31	2.44	94.7	92
#2	〃	921+39	〃	—	16°	X			2.3	670	1162	1139	2.32	〃	95.1	〃
#1	〃	921 ~	〃	—	24°	X			2.2	693	1119	1097	2.30	〃	94.3	〃
#5	〃	922+69	〃	—	24°	X			2.5	699	1229	1209	2.27	〃	93.0	〃
#3	〃	922 ~	〃	—	25°	X			2.5	691	1209	1184	2.29	〃	93.9	〃
#10	〃	915+50	〃	—	15°	X			1.5	CORE FELL APART SEE NOTE						
#11	〃	899+70	〃	—	10°	X			2.5	692	1164	1139	2.18	2.44	(89.3)	92

REMARKS: ALL CORES EXCEPT #10 JOINT TO CAB
#10 WAS CORED IN A LARGE OPEN GRADED AREA, THERE ARE NO FINES
(24-6306-B) IN THE MIX.

LABORATORY REPORT

Date Received: 6-26-80
Date Reported:
Laboratory Charges: #228.00

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Inspector
Geologist
Files

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BR 12771	1PB	2.0	2.0	2.34	2.42	96.7	2.48	2.4
BR 12772	2B	2.4	2.4	2.33	2.40	97.1	2.49	3.6
BR 12773	1B	2.3	2.3	2.33	2.40	97.1	2.49	3.6
BR 12774	5B	2.6	2.5	2.30	2.40	95.8	2.48	3.2
BR 12775	3B	2.5	2.5	2.33	2.40	97.1	2.48	3.2
BR 12776	11B	2.6	2.5	2.15	2.35	91.5	2.53	7.1

REMARKS:

F.C.

LABORATORY

Engineer of Materials

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET ..... OF ..... SHEET

Test No				% Voids Density	Modulus	% Asph P10 P4 P200	% Coating	% Loss
1	6" outside Rolling area 1½' inside 1128+60 fog strip		14' Rt			5.4 61.7 40.4 6.4	80%	17.0%
2	Area of Rolling - Left Track 1128+60		17' Rt	Pave 12.8 10.1 97.0	537	3.9 39.6 21.7 6.4	40%	
3	1" Inside fog line crossing the wear 1149+50		12' Rt			5.9 63.3 31.4 6.9	85%	37.2%
4	2" outside fog line 1149+50		11' Rt	10.3 5.9 95.4	450	5.0 44.9 25.5 6.3	70%	
7	without traffic - outside 996+95		22' Lt			4.0 43.5 21.3 5.0	85	80.2
8	without traffic Inside 996+95		20' Lt	15.0 7.1 91.5	247	4.5 54.2 26.7 6.0	85%	

LABORATORY WORK SHEET

OREGON STATE HIGHWAY DIVISION

Asphaltic Concrete Cores

Form E-586

PROJECT WARREN - SCAPPOOSE PREFIX S-1087 DATA NO. 23091

	Date	By
Logged in		
Sent in for Lab No's.		
Entered % Rel. Book		
Copy of Test Results Filed		

Average Recomp. B.S.G.
B.S.G. used on Field Tests
No. of Samples 3
6661-3
6664-5

Date Recieved
Notified Phone
Reported to Office

	Tested by	STA 1128+60 11' RT		STA 1149+50 11' RT		STA 996+	
Sample No.		2 (6659)		6660	4	6661	8
Mold No.		21			22		2
Field Thickness	X						
As-Received Thickness		1.9			2.7		2.
Thickness Tested		1.6			2.2		1.
Field B.S.G. in Place							
Est. B.S.G. in Place		2.29			2.28		2.
Surface Cond.		O			O		O
Core B.S.G. — Preliminary Dry Wt.		675.0			949.8		5
S.S.D. Wt.		681.2			958.0		5
Imm. Wt.		390.6			548.1		2
Volume		290.6			409.9		2
Recompacted B.S.G. — Oven Dry Wt.		550.5			927.7		4
S.S.D. Wt.		662.6			933.6		4
Imm. Wt.		380.6			544.1		2
Volume		282.0			389.5		2
B.S.G. in Place		2.25			2.27		2.
Recompacted B.S.G.		2.32			2.38		2.
% Relative Comp.		97.0			95.4		9
Real Gravity		2.58			2.53		2.
% Voids		10.1			5.9		7.
Ma x 10^3		537			450		2
					10,3		

LABORATORY WORK SHEET

Asphaltic Concrete Cores

POOSE _____ PREFIX 5-1087 DATA NO. 23091

By		Top	Base	P.M.B.B.
	Average Recomp. B.S.G.			
	B.S.G. used on Field Tests			
	No. of Samples		3	
	6662-3		6664-5	

Date Recieved _____

	Date	By
Notified Phone ☐ T.T. ☐		
Reported to Office	6666-7	

	STA 1128+60 17' RT	STA 1149+50 11' RT	STA 996+45 20' LT.
	6659	6660	6661
	2	4	8
	21	22	23
	1.9	2.7	2.0
	1.6	2.2	1.1
	2.39	2.35	3.19
	0	0	0
	675.0	949.8	502.9
	621.2	920.0	545.5
	390.6	548.1	249.2
	290.6	401.9	225.3
	550.5	948.7	455.7
	662.6	933.6	488.6
	280.6	544.1	283.2
	232.0	389.5	205.4
	2.25	2.27	2.16
	2.32	2.38	2.36
	97.0	95.4	91.5
	2.58	2.53	2.54
	10.1	5.9	7.1
	537	450	247

Form 81-724-3071

Laboratory number

(Do not use this space)

OREGON STATE HIGHWAY DIVISION
MATERIALS AND RESEARCH SECTION

SAMPLE DATA SHEET

Data Sheet

№ 23091

Type of Material AC CORE

Project WARREN ~ SCAPPOOSE (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. A 5-1087

Highway L. COLUMBIA R. County COL

Contractor BABLER BROS (Give name of contractor if work is under contract) Contract No. 8798 F.A. Project No FETDF 1(9)

Submitted by EISELMAN Title GEO Address MILW

B.P.R. Record Sample ..... Control Sample ..... Check Sample .....

Identification of sample: SAME (Preferably use sample number given at top of this sheet) Sample No. ..... (Numbers for each job to begin with one)

Shipped 4-14-80 (Date) By SHUTTLE (Express, parcel post, freight) Approximate quantity 1-Box

Sampled by J.H. SARGEANT Title INSP Address MILW

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description CLASS B-AC (Type, use, grade) To be used in PAV'T (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? BASE LIFT (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required AS PER PHONE CALL WITH P BARNHART @ C BOYLE

Have qualifying tests been made for this project? Yes X No .....

Source of sample ..... (Original source for natural materials or company name for manufactured materials)

Date sampled 4-11-80 Sampled at JOB LOCATION

Has material from same source been tested previously? ..... If so, give sample numbers .....

.....

Quantity of material represented by this sample ..... Quantity represented by previous samples for this project .....

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement CLASS "B" Course BASE

Location by station numbers SEE ATTACHED SHEET Quantity represented .....

Date laid ..... Date sampled .....

Remarks:

RECEIVED
APR 14 1980
MATERIALS DIVISION

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

J.H. Sargeant

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEE

SHEET ..... OF ..... SHEET

Test No.								
1	1128+60	14' Rt	17.0 8L					
2	1128+60	17' Rt						
3	1149+50	12' Rt	37.2 8m.					
4	1149+50	11' Rt						
7	996+45	22' Lt	80.2 8m					
8	996+45	20' Lt						

6" CORES

Sheet _____ of _____

Asphalt Core check list

Data No. 23091 Lab No.

Project WARREN-SCAPPOOSE Prefix 5-1087

Location	I.D. Core No	Lift	Thickness	Remarks
Pont 1128+60 111'RT	1	Bot	1.8"	80% COATED DRY-SUFF SOFT ROCK
	1	"	1.8"	10% COATED DRY-SUFF SOFT ROCK
	17.0 B.Lots	"		
1128+60 17'RT	2	"	1.9"	40% COATED VERY VERY DRY SOFT ROCK — SAMPLES SHOW SOI CONTAMIN
x-lots	2	"	1.7"	40% COATED VERY VERY DRY SOFT ROCK — BY CORE IR SHOW SUBSTAN
1149+50 12'RT	3	"	2.3"	85% COATED SUFF FINE GRADATION
	3	"	2.4"	15% COATED SUFF-THICK
	37.2 B. lots			
1149+50 11'RT x-lots	4	Bot	2.4"	60% COATED DRY SOFT ROCK — CORE COU
	4	B"	2.6"	40% COATED DRY-SUFF SOFT ROCK
996+45 22'LT	7	Bot	2.6"	95% COATED DRY-SUFF VERY COARSE
	7	5"	2.1"	95% COATED DRY-SUFF COARSE
	80.2 B. lots			
996+45 20'LT x-lots	8	"	1.9"	93% COATED SUFF
	8	"	2.0"	70% COATED SUFF-THICK

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 19- 6306
Data Sheet No. A00365 A00364
Prefix S-1087
Amount Charge $66.00
Date Received 5/18/79
Date Reported 5-30-79
Mix Type-Class B A/C

Project Warren - Scappoose - Scott Cr. Contract No. [redacted] Fed. Aid No. EF-TQE-1(4)
Contractor: Prime Babler Bros.
Paving:
Engineer: Region Hoadt Resident Barnhart
Aggregate: Source S-1-1 Scappoose 686 Type Gravel
Asphalt: Brand Shell Grade AR4000

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-0		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum Retention	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	37	63							
1	100			100	100	100	100	100	
3/4	94.9			98	98	98	98	98	
1/2	67.6			88	88	87	87	87	
3/8		100		79	79	79	79	79	
1/4	3.2	59.2		60	60	60	60	60	
4		50.7		51	51	51	51	51	
10	1.1	29.8		30	30	30	30	30	
40	1.0	11.1		12	12	12	12	12	
200 Dry	0.7	4.3		4.6	4.8	5.0	5.0	5.0	
Wash	0.8	4.9							
No. Ave.	34	46							
Asphalt Content Including		0.2	% Retention			5.1	5.7	5.7	

Recommended mix temperature at time of placement 270°F

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix Type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.41	2.44	2.44	
Mix Design % Voids @ 100% Compaction	4.3	1.8	1.8	

MIX DESIGN TEST DATA: [redacted]

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell AR4000	4.5	5.0	5.5	6.0	6.5
Asphalt Film Thickness	Suff.	Suff.	Suff.	Suff. Thk	Thick
Stability Value @ 1st Compaction	47	39	40	41	37
Cohesion Value @ 1st Compaction	—	—	—	—	—
Bulk Sp. Gravity @ 1st Compaction	2.30	2.33	2.35	2.37	2.39
Percent Voids @ 1st Compaction	9.1	7.2	5.6	4.0	3.0
Stability Value @ 2nd Compaction	50	45	47	49	34
Bulk Sp. Gravity @ 2nd Compaction	2.39	2.41	2.43	2.43	2.48
Percent Voids @ 2nd Compaction	5.5	4.0	2.4	0.8	0.9
Real Gravity @ 0% Voids Rice method	2.53	2.51	2.49	2.49	2.46

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Shell AR4000	4.5	5.5	6.5
Index of Ret. Str. (%)	90	93	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

x FWHA
x Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer Barnhart
Soils & Geology
x Regional Geologist Eshelman
2 Files
x Babler Bros.

John C. Jenkins
Engineer of Materials and Research

Form 81-734-3060

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Laboratory No. 79- 8891

Data Sheet No. AB 3326-27

Prefix S-1087

Laboratory charge $100.00

Project Preliminary Bituminous Mixture Design

Highway Warren-Scappoose Section

Contractor Columbia River

Babler Bros. Inc. No. 8798

Submitted by Paul Barnhart

Source of Material 5-1-1 Scappoose S. & G.

Sampled or inspected at

Sampled or inspected by

Date received 6/27/79

Date reported 7-12-79

To be used Class "B" A/C

Quantity represented

Test Gradation - from Design # 79-6306

Effects of water on cohesion of Compacted Bituminous mixture (T-283)

Asphalt Content (%) Chevron AR4000 =	4.5	5.5	6.5
Unconfined Compressive Str. - (wet psi)	196	228	244
Index of retained Strength (%)	68	91	100+

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer Barnhart
- ☐ District Engineer
- 2 ☐ Files

x Eshelman

x Babler Bros.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Supplemental Data for Design # 79-6306
Chevron AR4000 - Minimum Asphalt content % 4.6% to obtain 70% IRS.

John C. Jackson

OREGON STATE HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

05041
19-15564-66

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: WARREN ~ SCAPPOOSE
Prefix No: 5-1087
Highway: E. COLUMBIA
Cont. No. 8798
F.A. Proj. No: FF-TPF-1(14
Contractor: BARLOW BROS
County: COLUMBIA
Submitted by: ESHELMAN
Sampled by: J SARGEANT
Date Submitted: 9-20-79
Samples: RECORD ☒ OTHER ☒ TARGET STRIP
MIX CLASS: B

TEST NO.	DATE SAMPLED 1979	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBP	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
1B	9-19	1026+25	L	—	15	X			2.0	583	1026	1006	2.27	2.44	93P	92
2B	〃	1026+15	〃	—	22	X			2.1	572	1015	994	2.24	〃	91.8	〃
3B	〃	1025+95	〃	—	18	X			2.0	575	1010	990	2.26	〃	93.9	〃

REMARKS: ALL CORES SENT TO LAB
TARGET STRIP Noi LIFT 2=#3
3=#2
79-6506 B

LABORATORY REPORT

Date Received: 9-25-79
Date Reported: 9-27-79
Laboratory Charges: $ 114 00

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer
Resident Engineer Barnhart
Dist. Maint. Supt.
Foreman
Inspector
Geologist Emhelman
Miles
Doyle
Tiller Bros.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
19-15564	1B	2.2	2.1	2.29	2.38	96.2	2.49	4.4
19-15565	2B	2.2	2.1	2.30	2.39	96.2	2.50	4.4
19-15566	3B	2.2	2.1	2.26	2.38	95.0	2.50	4.8

REMARKS:

LABORATORY

John C. Eshelman E.S.
Engineer of Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

05058

T-20469 -71

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: WARREN ~ SCAPPOOSE Cont. No. 8718

Highway: L. COLUMBIA

Contractor: BARBER BROS

Submitted by: ESHELMAN Sampled by: J. SARGEANT

Samples: RECORD ☒ OTHER ☐ MIX CLASS: B

Prefix No: S-1087

F.A. Proj. No: FF-TQF-1(12)

County: Col

Date Submitted: 11-19-79

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: PMB B	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
	11-9															
4 V	~~11-9~~	1016+90	L	12'	—	X			2.5	699	1164	1139	2.19	2.21	89.6	92
5	"	1016+30	"	6'	—	X			2.5	666	1203	1178	2.19	"	89.8	"
6	"	1015+60	"	10'	—	X			3.1	897	1572	1591	2.28	"	93.9	"

REMARKS: ALL CORES SENT TO LAB

79-6306-B

LABORATORY REPORT

Date Received: 11/15/79

Date Reported: 11-27-79

Laboratory Charges: #129.00

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

Construction Engineer

Maintenance Engineer

Bridge Engineer

Division Engineer

Resident Engineer Barnhart

Asst. Maint. Supt.

Foreman

Inspector

Geologist Eshelman

Files

Doyle

Barber Bros.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
T-20469	4B	2.6	2.4	2.20	2.39	92.1	2.49	4.0
T-20470	5B	2.6	2.5	2.24	2.37	93.7	2.49	4.0
T-20471	6B	3.2	2.5	2.34	2.42	96.7	2.50	3.2

REMARKS:

John C. Lambert, P.E.
Engineer of Materials

LABORATORY

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION KLAGEN SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO. 8792

CONTRACTOR BAKER BROS. | SUPPLIER SCAPPOOSE SAND & GRAVEL | F.A. NUMBER FEIOF 1(6)

MAKE, MODEL, SIZE OF PLANT BARBER GREENE 400 | ☐ BATCH ☐ DRYER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT AC 4000 SHELL | RES. ENGINE

CLASS OF MIX "B" (TOP) | ☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO. 1 (TOP) RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	42	2	98									
1/2"	306	18	82									
1/4"	737	44	56									
4	866	52	48									
10	1229	73	27									
40	1471	88	12									
#200	1571	94.5	5.5									
P —	1662	—	—									
ASPHALT %			B 5.1			B 4.3			B			B
SAMPLED AT	FRONT END	TIME 1:30			TIME			TIME			TIME	
TONS REPRESENTED	837											
DAILY TONNAGE AT TIME OF TEST	50											

BY TANK STICKING ADJUSTMENT.

EXTRACTED ASPHALT COMP.

		TEST NO. 1					
1	WET WEIGHT OF MIX SAMPLE	1751					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.4 %	%	%	%	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1744					
4	DRY WT OF EXTRACTED AGGREGATE	1660					
5	WT OF EXTRACTED ASPHALT 3 – 4	84					
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	4.9 %	%	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	%	%	%
8	% ASPHALT IN MIX 6 + 7	5.1 %	%	%	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	—	—
10	NON-SPEC INCORP.	837.0	837.0
11	REJECTED	—	—
12	TOTAL	837.0	837.0
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	35.87	T
19	MIX USED [(12 – 11 ÷ (100 + 2)] x 100	837	50 T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	4.3 %	BY INVOICE & TANK MEAS.

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	4	4
HRS DELAY	—	—
TOTAL	4	4

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS 12:30

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F

MIX TEMP. ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 35 F PM 37 F

FAIR CLOUDY RAIN WIND

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [21 – 22 ÷ 22]

REMARKS: LIST TIME & EXTENT

REPORT REVIEWED AND ACKNO

INSPECTOR

NOTIFIED BY

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

...RSE	HIGHWAY COLUMBIA RIVER	CONTRACT NO. 8798	PREFIX S-1087
...OSS.	SUPPLIER SAPPOSE SAND & GRAVEL	F.A. NUMBER FEOF 1(9)	DATE 11-1-79 REPORT NO. 7
...)	BATCH OVER DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT AC 4000 SHELL		RES. ENGINEER Ted BARNHART

☐ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

...P)	TEST NO.			TEST NO.			TEST NO.			LAB NO. 1306-79		
...SS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
...%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
...2"										98		
...1"										87	± 6	
...½"										66	± 6	
...#4												
...#8										50	± 4	(TOP)
...#16										12	± 4	
...#30										2.0	± 2.0	
...#50											±	
...#200	4.3									5.1	± 0.5	
...#30		TIME			TIME			TIME				

BY TANK STICKING ADJUSTMENT.

CIRCLE ALL FAILING TEST RESULTS

MOIST. CONT.	TEST NO.					
	TEST NO.	1				
		1751				
...ST) 23		6.4 %	%	%	%	%
... x 100		1744				
		16.6				
		8.6				
...0		4.9 %	%	%	%	%
...SIGN)		0.2 %	%	%	%	%
		5.1 %	%	%	%	%

MOIST. CONT.	TEST NO:	1			
21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE [21 – 22] ÷ 22 × 100	6.4			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

RECEIVED
DEC 6 1979
MATERIALS DIVISION

TIME SHIFT STARTS 12:30 AM TIME SHIFT ENDS 4:30 PM

TANK SUMMARY			TIME SUMMARY				
...EC MTRL. INCORP.	—		SHIFT	HRS RUN	4	ACCUM HRS RUN	4
...ON-SPEC INCORP.	837.0			HRS DELAY	—	HRS DELAY	—
...EJECTED	—			TOTAL	4	TOTAL	4
...OTAL	837.0		PRODUCTION RATE				TONS/HR
...TICK)		T	MIX TEMP & WEATHER SUMMARY				
		T	AVERAGE TEMP. (PLANT)		322		°F
...K)		T	MIX TEMP. ON ROAD		270		°F
		T	SHIFT WEATHER CONDITIONS				
		T	TEMP AM 35 °F		PM 37 °F		
	35.89	T	FAIR CLOUDY	RAIN	WIND		
... x 100	837.60	T					
	4.3	%	BY INVOICE & TANK MEAS.				

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael P. Mangan
INSPECTOR

NOTIFIED BY PHONE
CONTRACTOR

Ted BARNHART By Michael Mangan
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION Warren Scappoose	HIGHWAY Columbia River	CONTRACT NO. 879	
CONTRACTOR Babler Bros!!	SUPPLIER Scappoose Sand & Gravel	F.A. NUMBER FF-TC	
MAKE, MODEL, SIZE OF PLANT Boeing Model Ms 400	☒ BATCH ☐ DRIER DRUM ☐ CONTINUOUS	BRAND & GRADE OF ASPHALT Shell AR 4000	RES. ENG
CLASS OF MIX Type 'B' A/C	☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ S		

SIEVE SIZE	TEST NO. 1 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 2 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4	28	2	98				61	4	96			
1/2	161	10	90				285	17	83			
1/4	494	29	(71)				606	36	64			
4	655	39	61				732	43	57			
10	1140	67	33				1163	69	31			
40	1446	86	14				1435	85	15			
200	1589	94.0	6.0				1586	94.0	6.0			
P/	1690	100.0					1687	100.0				
ASPHALT %			6.0						5.6			
SAMPLED AT	1141+00		TIME 1:10PM			TIME			TIME 3:35PM			TIME
TONS REPRESENTED	301.0						442.0					
DAILY TONNAGE AT TIME OF TEST	152.0						450.0					

RECEIVED
JUL 12 1973
MATERIALS DIVISION
OFFICE

EXTRACTED ASPHALT COMP.	TEST NO:	1		2			MOIST. CONT.	TE
1	WET WEIGHT OF MIX SAMPLE	1804		1793			21 WET WT. OF MIX SAMPLE	
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.5 %	%	0.5 %	%	%	22 DRY WT. OF MIX SAMPLE	
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1795		1784			23 % MOISTURE [(21 – 22) ÷ 2	
4	DRY WT OF EXTRACTED AGGREGATE	1690		1687			REMARKS: LIST TIME & EXTENT	
5	WT OF EXTRACTED ASPHALT 3 – 4	105		97			141.0 Tons of	
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.8 %	%	5.4 %	%	%	on Bridge Deck	
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%	= in mix was 6.	
8	% ASPHALT IN MIX 6 + 7	6.0 %	%	5.6 %	%	%	was used for	

PRODUCTION TON. & ASPH. TANK SUMMARY						TIME SUMMARY					
9	SHIFT SPEC MTRL. INCORP.	442.0	ACCUM SPEC MTRL. INCORP.	442.0		SHIFT HRS RUN	5:45	ACCUM HRS RUN	8:45	made adjustm
10	NON SPEC INCORP.	301.0	NON SPEC INCORP.	301.0		HRS DELAY	1:45	HRS DELAY	1 45	To add more 3/4
11	REJECTED	0.0	REJECTED	0.0		TOTAL	7 hrs	TOTAL	7hrs	take out more 3/4
12	TOTAL	743.0	TOTAL	743.0		PRODUCTION RATE		TONS/HR		TIME SHIFT STARTS: 7:4
13	BEGIN ASPHALT INVENTORY (TANK STICK)			27.70 T		MIX TEMP & WEATHER SUMMARY				REPORT REVIEWED AND ACKNO
14	ASPHALT RECEIVED (INVOICE)	56.70		56.70		AVERAGE TEMP. (PLANT)		302 °F		Brent D.
15	END ASPHALT INVENTORY (TANK STICK)			49.80 T		MIX TEMP ON ROAD		278 °F		INSPECTOR
16	ASPHALT THRU PLANT 13 + 14 – 15			40.60		SHIFT WEATHER CONDITIONS				
17	ASPHALT DEDUCTED (REJECTED, ETC.)			– T		TEMP AM 66 °F		PM 82 °F		CONTRACTOR
18	ASPHALT USED 16 – 17			40.60		FAIR CLOUDY RAIN WIND				
19	MIX USED [(12 – 13 ÷ (100 + 2))] x 100			737.3 T						RESIDENT ENGINEER
20	% ASPHALT IN MIX (18 ÷ 19) x 100			5.5 %						

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

oose | HIGHWAY Columbia River | CONTRACT NO. 8798 | PREFIX S-1087

SUPPLIER Scappoose Sand & Grave | F.A. NUMBER FF-TQF-14 | DATE 7/5/71 | REPORT NO. 1

400 | ☒ BATCH DRIER DRUM CONTINUOUS | BRAND & GRADE OF ASPHALT Shell AR 4000 | RES. ENGINEER Paul Barnhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %

TEST NO. 2	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
	61	4	96
	285	17	83
	606	36	64
	732	43	57
	1163	69	31
	1435	85	15
	1536	94.0	6.0
	1687	100.0	
			5.6

TIME 3:35 PM

442.0

450.0

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %

RECEIVED JUL 12 1971 MATERIALS DIVISION OFFICE

TIME

LAB NO.	MIX DESIGN	TOLERANCE %	SIEVE SIZE
	98	± 3	
	87	± 6	
	60	± 6	
	51		
	30	± 4	
	12	± 4	
	5.0	± 2.0	
	5.7	± 0.5	

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	1		2		
	1804		1793		
	0.5 %	%	0.5 %	%	%
	1795		1784		
	1690		1687		
	105		97		
	5.8 %	%	5.4 %	%	%
	0.2 %	%	0.2 %	%	%
	6.0 %	%	5.6 %	%	%

MOIST. CONT. TEST NO.	1
21 WET WT. OF MIX SAMPLE	1000
22 DRY WT. OF MIX SAMPLE	995
23 % MOISTURE (21 − 22) ÷ 22 × 100	0.5

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

141.0 Tons of Fine mix was used on Bridge Decks. Percent of Asphalt in mix was 6.2%. 602 Tons of mix was used for 'B' Base Mix. Contractor made adjustments in test #one To add more 3/4"-1/4" material and take out more 3/4"-0 material.

TIME SHIFT STARTS 7:45 TIME SHIFT ENDS. 4:00

K SUMMARY	
RL. INCORP.	1420
PC INCORP.	301.0
ED	0.0
	743.0
	27.70 T
56.70	40
	43.80 T
	40.68
	— T
	10.58
	737.3 T
	5.5 %

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	5:45	HRS RUN	8:45
HRS DELAY	1:45	HRS DELAY	1 45
TOTAL	7 hrs	TOTAL	7 hrs

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 302 °F

MIX TEMP. ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 66 °F PM 82 °F

(FAIR) CLOUDY RAIN WIND

REPORT REVIEWED AND ACKNOWLEDGED BY

Brent D. Guerrella

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

RY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTU

SECTION Warren Scappoose | HIGHWAY Columbia River | CONTRACT NO.

CONTRACTOR Babler Bros. | SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER

MAKE, MODEL, SIZE OF PLANT Boeing Model MS 400 | ☒ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT Shell AR 4000

CLASS OF MIX Type B A/C | ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 3 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 4 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4	47	2	98				40	2	98		
1/2	256	14	86				246	13	87		
1/4	688	37	63				664	35	65		
4	829	45	55				810	43	55		
10	1297	70	30				1303	69	31		
40	1602	86	14				1627	87	13		
200	1750	94.2	5.8				1766	94	6.0		
P/	1857	100					1880	100			
ASPHALT %			5.4						5.7		
SAMPLED AT	5' AT E 1116+40		TIME 8:30AM			TIME			TIME 1:05 PM		TIME
TONS REPRESENTED	424.5						419.1				
DAILY TONNAGE AT TIME OF TEST	106						743				

MATERIALS DIVISION OFFICE

EXTRACTED ASPHALT COMP.	TEST NO	3		4		MOIST. CON
1	WET WEIGHT OF MIX SAMPLE	1970		2002		21 WET WT. OF MIX
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.6 %	%	0.6 %	% %	22 DRY WT. OF MIX
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1958		1990		23 % MOISTURE
4	DRY WT OF EXTRACTED AGGREGATE	1857		1880		REMARKS: LIST TIN
5	WT OF EXTRACTED ASPHALT 3 – 4	101		110		All ma
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.2 %	%	5.5 %	% %	was suit
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	% %	Asphalt
8	% ASPHALT IN MIX 6 + 7	5.4 %	%	5.7 %	% %	below lo
						for percen
						Contracte

PRODUCTION TON. & ASPH. TANK SUMMARY						TIME SUMMARY				
9	SHIFT SPEC MTRL. INCORP.	843.6	ACCUM SPEC MTRL. INCORP.	12856	SHIFT	HRS RUN	5:45	ACCUM HRS RUN	14:30	TIME SHIFT STARTS
10	NON SPEC INCORP.	0.0	NON-SPEC INCORP.	30.0		HRS DELAY	0.0	HRS DELAY	1:45	
11	REJECTED	0.0	REJECTED	0.0		TOTAL	5:45	TOTAL	12:15	
12	TOTAL	843.6	TOTAL	15886.6		PRODUCTION RATE			TONS/HR	REPORT REVIEWED
13	BEGIN ASPHALT INVENTORY (TANK STICK)			43.82 T		MIX TEMP & WEATHER SUMMARY				
14	ASPHALT RECEIVED (INVOICE)			27.56 T		AVERAGE TEMP. (PLANT)		298 °F		Bren
15	END ASPHALT INVENTORY (TANK STICK)			27.92 T		MIX TEMP ON ROAD		275 °F		INSPECTOR
16	ASPHALT THRU PLANT 13 + 14 – 15			43.46 T		SHIFT WEATHER CONDITIONS				Dick
17	ASPHALT DEDUCTED (REJECTED, ETC.)			— T		TEMP AM 65 °F		PM 80 °F		CONTRACTOR
18	ASPHALT USED 16 – 17			43.46 T		FAIR CLOUDY RAIN WIND				
19	MIX USED [(12 – 11 ÷ (100 + 2))] x 100			838.6 T						RESIDENT ENGINEER
20	% ASPHALT IN MIX (16 ÷ 19) x 100			5.2 %						

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY Columbia River | CONTRACT NO. 8798 | PREFIX S-1087

SUPPLIER Scappoose Sand & Gravel | F.A. NUMBER FF-TQF-14(1) | DATE 7/6/79 | REPORT NO. 2

RES. ENGINEER Paul Bernhart

400 | ☒ BATCH DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT Shell AR 4000

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

MATERIALS DIVISION OFFICE

TEST NO.			TEST NO. 4			TEST NO.		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%
			40	2	98			
			246	13	87			
			664	35	65			
			810	43	55			
			1303	69	31			
			1627	87	13			
			1766	94	6.0			
			1880	100				
B			B		5.7	B		
TIME			TIME 1:05 PM			TIME		
			419.1					
			743					

LAB NO.		
MIX DESIGN	TOLERANCE %	SIEVE SIZE
98	± 8	3/4
87	± 6	1/2
60	± 6	1/4
51		4
30	± 4	10
12	± 4	40
5.0	± 2.0	200
		PI
5.7	± 0.5	Asphalt

CIRCLE ALL FAILING TEST RESULTS

TEST NO.	3		4		
	1970		2002		
23	0.6 %	%	0.6 %	%	%
100	1958		1990		
	1857		1880		
	101		110		
	5.2 %	%	5.5 %	%	%
SN)	0.2 %	%	0.2 %	%	%
	5.4 %	%	5.7 %	%	%

MOIST. CONT. TEST NO:	3
21 WET WT. OF MIX SAMPLE	1000
22 DRY WT. OF MIX SAMPLE	994
23 % MOISTURE [21 – 22] ÷ 22 × 100	0.6

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

All material produced today was suitable. [redacted] Asphalt Tank Summary showed borderline passing percentage for percent of asphalt in mix. Contractor made adjustments.

TIME SHIFT STARTS: 7:30 TIME SHIFT ENDS 1:15

ANK SUMMARY	
MTRL. INCORP.	1285.6
SPEC INCORP.	301.0
ECTED	0.0
TAL	1586.6
K) 4	3.82 T
2	7.56 T
2	7.92 T
9	3.46 T
	— T
	43.46 T
100 8	38.6 T
	5.2 %

TIME SUMMARY				
SHIFT		ACCUM		
HRS RUN	5:45	HRS RUN	13:30	
HRS DELAY	0.0	HRS DELAY	1:45	
TOTAL	5:45	TOTAL	12:15	
PRODUCTION RATE				TONS/HR

MIX TEMP & WEATHER SUMMARY		
AVERAGE TEMP. (PLANT)	295	°F
MIX TEMP ON ROAD	275	°F
SHIFT WEATHER CONDITIONS		
TEMP AM 65 °F	PM 80 °F	
FAIR (CLOUDY) RAIN WIND		

REPORT REVIEWED AND ACKNOWLEDGED BY

Brent D. Guerrero
INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

ANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTUR

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 8
CONTRACTOR: BABLER BROS. | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FF 10 F
MAKE, MODEL, SIZE OF PLANT: BARBER 400 | BATCH / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: SHELL AR 4000 | RES
CLASS OF MIX: 1" B
☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 5 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 6 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	56	3	97				34	2	98			
1/2"	256	15	85				245	16	84			
3/8"	620	38	62				580	38	62			
#4	790	48	52				696	46	54			
#10	1169	71	29				1063	71	29			
#40	1438	87	13				1312	87	13			
#200	1548	94.2	5.8				1411	94.1	5.9			
P—	1644	—	—				1500	—	—			
ASPHALT %			[8] 5.3			[8]			[8] 5.3			[8]
SAMPLED AT	1023 20'ST	TIME	8:15 AM		TIME		969 20'ST	TIME	1:30 PM		TIME	
TONS REPRESENTED	1195						1769					
DAILY TONNAGE AT TIME OF TEST	1190						2100					

EXTRACTED ASPHALT COMP.

		TEST NO. 5		TEST NO. 6		
1	WET WEIGHT OF MIX SAMPLE	1741		1589		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.5 %	%	0.5 %	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	1732		1581		
4	DRY WT OF EXTRACTED AGGREGATE	1644		1500		
5	WT OF EXTRACTED ASPHALT [3] – [4]	88		81		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.1 %	%	5.1 %	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%
8	% ASPHALT IN MIX [6] + [7]	5.3 %	%	5.3 %	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT SPEC MTRL. INCORP.	2914.20	ACCUM SPEC MTRL. INCORP.	4199.8
10	SHIFT NON SPEC INCORP.	—	ACCUM NON-SPEC INCORP	301.0
11	SHIFT REJECTED	—	ACCUM REJECTED	—
12	SHIFT TOTAL	2914.20	ACCUM TOTAL	4500.8
13	BEGIN ASPHALT INVENTORY (TANK STICK)	49.29 T		
14	ASPHALT RECEIVED (INVOICE)	164.47 T		
15	END ASPHALT INVENTORY (TANK STICK)	58.16 T		
16	ASPHALT THRU PLANT [13] + [14] – [15]	155.60 T		
17	ASPHALT DEDUCTED (REJECTED, ETC.)	— T		
18	ASPHALT USED [16] – [17]	155.60 T		
19	MIX USED [([12] – [11] ÷ (100 + [2]))] x 100	2894.70 T		
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.4 %		

TIME SUMMARY

SHIFT HRS RUN	8	ACCUM HRS RUN	30
SHIFT HRS DELAY	—	ACCUM HRS DELAY	2
SHIFT TOTAL	8	ACCUM TOTAL	28

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 300 °F
MIX TEMP. ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 F PM 72 F
FAIR (CLOUDY) RAIN WIND

MOIST. CONT.

21	WET WT. OF MIX SAMPL
22	DRY WT. OF MIX SAMPL
23	% MOISTURE [21] – [2

REMARKS: LIST TIME & E

TIME SHIFT STARTS: 7:3

REPORT REVIEWED AND A

INSPECTOR

CONTRACTOR

P.B. ey
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GR

ILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

SE	HIGHWAY COLUMBIA RIVER	CONTRACT NO. 8798	PREFIX 5-1087
S.	SUPPLIER SCAPPOOSE SAND & GRAVEL	F.A. NUMBER FF70 F 1(4)	DATE 8-28-79 REPORT NO. 3
	BRAND & GRADE OF ASPHALT SHELL AR 4000	RES. ENGINEER PAUL BARNHART	

☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 6306

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TOLERANCE %	SIEVE SIZE
				98	± 6	
				87	± 6	
				60	± 6	
				51		
				30	± 4	
				12	± 4	
				5.0	±2.0	
		B		5.7	±0.5	
TIME				CIRCLE ALL FAILING TEST RESULTS		

TEST NO.	5	6
	1741	1589
	0.5 %	0.5 %
	1732	1581
	1644	1500
	88	81
	5.1 %	5.1 %
	0.2 %	0.2 %
	5.3 %	5.3 %

MOIST. CONT.	TEST NO:	5-6
21	WET WT. OF MIX SAMPLE	2075
22	DRY WT. OF MIX SAMPLE	1975
23	% MOISTURE [21 − 22] ÷ 22 × 100	5.0

REMARKS. LIST TIME & EXTENT OF DELAYS PLANT CHANGES, ETC.

TIME SHIFT STARTS 7:30 AM TIME SHIFT ENDS 3:30 PM

K SUMMARY	
RL. INCORP.	1994
C INCORP.	301.0
ED	—
	4540.8
49.	29 T
164.	47 T
58.	16 T
155.	60 T
	— T
155.	60 T
00 2891.	70 T
5.4	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	8	HRS RUN	30
HRS DELAY	—	HRS DELAY	2
TOTAL	8	TOTAL	32

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 300 °F

MIX TEMP. ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 60 F PM 72 F

FAIR (CLOUDY) RAIN WIND

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
		B	
TIME			

TEST NO.	6		
RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	
34	2	98	
295	16	84	
580	36	62	
696	46	54	
1063	71	29	
1312	87	13	
1411	94.1	5.9	
1500	—	—	
		B 5.3	
969 20'e	TIME 1:30 PM		
1769			
2100			

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Flanagan

INSPECTOR

CONTRACTOR

P.B. BY MICHAEL MERRIAM

RESIDENT ENGINEER

ARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO. 879
CONTRACTOR: BABLER BROS. | SUPPLIER: SCAPPOOSE SAND & GRAVEL | FED. NUMBER OF (4)
MAKE, MODEL, SIZE OF PLANT: BOEING 300 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: SHELL AC 4000 | RES. ENGINE
CLASS OF MIX: 11 B | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHO

SIEVE SIZE	TEST NO. 7 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 8 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 9 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	[illegible]	3	97	68	3	97	12	7	93			
1/2"	170	2	92	255	13	87	208	12	88			
1/4"	786	35	65	724	37	63	622	36	64			
#4	665	39	61	861	42	58	775	45	55			
#10	1489	67	33	1348	68	32	1266	73	30			
#40	1809	85	15	1729	86	19	1488	87	13			
#200	2074	93.2	6.8	1884	93.7	6.3	1602	94.2	5.8			
P–	2226	—	—	2010		5.6	1701		5.4			
ASPHALT %			5.7									
SAMPLED AT	1054 15 RT		TIME 8:30 AM	1005 +50 15 RT		TIME 11:45 AM	949 150'		TIME 2:30 PM			TIME
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	461			1350			2115					

EXTRACTED ASPHALT COMP.

		TEST NO 7		8		9	
1	WET WEIGHT OF MIX SAMPLE	2367		2135		1804	
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	.5 %	%	.5 %	%	.5 %	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2355		2124		1795	
4	DRY WT OF EXTRACTED AGGREGATE	2226		2010		1701	
5	WT OF EXTRACTED ASPHALT [3] – [4]	129		114		94	
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.5 %	%	5.4 %	%	5.2 %	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	.2 %	%	.2 %	%	.2 %	%
8	% ASPHALT IN MIX [6] + [7]	5.7 %	%	5.6 %	%	5.4 %	%

MOIST. CONT. TE

21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [21] – [22] ÷ [2]	

REMARKS: LIST TIME & EXTENT

TIME SHIFT STARTS

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	3450.0	7950.0
10	NON-SPEC INCORP.	—	301.0
11	REJECTED	—	—
12	TOTAL	3450.0	7950.0
13	BEGIN ASPHALT INVENTORY (TANK STICK)	58	16 T
14	ASPHALT RECEIVED (INVOICE)	165.	63 T
15	END ASPHALT INVENTORY (TANK STICK)	44	73 T
16	ASPHALT THRU PLANT [13] + [14] – [15]	179.06	T
17	ASPHALT DEDUCTED (REJECTED, ETC)	—	T
18	ASPHALT USED [16] – [17]	179.06	T
19	MIX USED [([12] – [11] ÷ (100 + [2])] x 100	3432.83	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.2 %	

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	11	41
HRS DELAY	—	2
TOTAL	11	39

PRODUCTION RATE 313 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 350 °F
MIX TEMP. ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP AM 63 °F PM 70 °F
FAIR CLOUDY RAIN WIND

REPORT REVIEWED AND ACKN

INSPECTOR [signature]
CONTRACTOR [signature]
RESIDENT ENGINEER P.S By Mic

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

E | HIGHWAY Columbia River | CONTRACT NO. 8768 | PREFIX 5-1087

SUPPLIER Scappoose Sand & Gravel | [illegible] (9) | DATE 8-29-74 | REPORT NO. 9

☑ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT Shell AC 4000 | RES. ENGINEER Paul Bandlow

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO. 8			TEST NO. 9			TEST NO.			LAB NO. 6306		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
68	3	97	12	7	93				98	± 6	
255	13	87	208	12	88				87	± 6	
724	37	63	622	36	64				60	± 6	
861	42	58	775	45	55				51		
1398	68	32	1266	73	30				30	± 4	
1729	86	19	1488	87	13				12	± 4	
1884	93.7	6.3	1602	94.2	5.8				5.0	± 2.0	
2010			1701								
		B 5.6			B 5.4			B	5.7	± 0.5	
AM 1505 +50 15' PT	TIME	1:45	AM 944 1504	TIME	2:30	PM	TIME		CIRCLE ALL FAILING TEST RESULTS		
1350			2115								

TEST NO	7		8		9	MOIST. CONT. TEST NO: 7-8-9				
	2367		2135		1804	21 WET WT. OF MIX SAMPLE	2175			
	.5 %	%	.5 %	%	.5 %	22 DRY WT. OF MIX SAMPLE	1675			
	2355		2124		1795	23 % MOISTURE [21] – [22] ÷ [22] × 100	.5			
	2226		2016		1701	REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.				
	129		119		94					
	5.5 %	%	5.4 %	%	5.2 %					
	.2 %	%	.2 %	%	.2 %					
	5.7 %	%	5.6 %	%	5.4 %					

K SUMMARY

RL. INCORP.	99.8	
C INCORP.	301.0	
ED	—	
	7950.6	
58	16	T
165.	63	T
44	73	T
179.	06	T
—		T
179.	06	T
3952.	83	T
5.	2	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	11	HRS RUN	31
HRS DELAY	—	HRS DELAY	2
TOTAL	11	TOTAL	39

PRODUCTION RATE 313 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 63 °F PM 70 °F

FAIR (Cloudy) RAIN WIND

TIME SHIFT STARTS TIME SHIFT ENDS:

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Hayes
INSPECTOR

[illegible]
CONTRACTOR

P.S By Michael Merrill
RESIDENT ENGINEER

RY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTUR

WARREN

SECTION SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO. 87 | F.A. NUMBER F

CONTRACTOR BARBER BROS. | SUPPLIER SCAPPOOSE SAND & GRAVEL

MAKE, MODEL & SIZE OF PLANT BEINE A00 | ☐ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT SHELL AR 400 | RES.

CLASS OF MIX B " | ☐ BITUMINOUS BASE | ☑ BASE | ☐ TOP | ☐ PATCHING

SIEVE SIZE	TEST NO. 10 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS
3/4"	38	3	97									
1/2"	232	16	84									
3/8"	597	41	59									
#4	717	50	50									
#10	1046	73	27									
#40	1253	88	12									
#200	1340	93.8	6.2									
PAN	1428	—	—									
ASPHALT %			5.6									
SAMPLED AT	10th TAGGELL	TIME	5:00 PM 1365		TIME			TIME			TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	842											

EXTRACTED ASPHALT COMP.

		TEST NO. 10					
1	WET WEIGHT OF MIX SAMPLE	1516					
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	.6 %	%	%	%	%	%
3	DRY WT OF SAMPLE [[1] ÷ (100 + [2])] x 100	1509					
4	DRY WT OF EXTRACTED AGGREGATE	1428					
5	WT OF EXTRACTED ASPHALT [3] – [4]	81					
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.4 %	%	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	.2 %	%	%	%	%	%
8	% ASPHALT IN MIX [6] ÷ [7]	5.6 %	%	%	%	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPL	
22	DRY WT. OF MIX SAMP	
23	% MOISTURE [[21] – [2	

REMARKS: LIST TIME & 5

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	1365.87	9315.67
10	NON SPEC INCORP.	—	301.0
11	REJECTED	—	—
12	TOTAL	1365.87	9316.67
13	BEGIN ASPHALT INVENTORY (TANK STICK)	44.	73 T
14	ASPHALT RECEIVED (INVOICE)	54	36 T
15	END ASPHALT INVENTORY (TANK STICK)	28.	36 T
16	ASPHALT THRU PLANT [13] + [14] – [15]	70.	73 T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	—	T
18	ASPHALT USED [16] – [17]	70.	73 T
19	MIX USED [([12] – [11] ÷ (100 + [2])] x 100	1357	72 T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.	3 %

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	17	53
HRS DELAY	1	3
TOTAL	12	57

PRODUCTION RATE TONS/HR

TIME SHIFT STARTS: 7:

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 62 F PM 73 F

FAIR AM CLOUDY RAIN PM WIND

REPORT REVIEWED AND

INSPECTOR

CONTRACTOR P.B. Byr

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (G

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

OOSE	HIGHWAY COLUMBIA RIVER	CONTRACT NO. 878	PREFIX 5-1087
25.	SUPPLIER SCAPPOOSE SAND & GRAVEL	FED. NUMBER FEDERAL	DATE 8-30-79 REPORT NO. 5
	BATCH / DRUM / CONTINUOUS — BRAND & GRADE OF ASPHALT STEEL AR 4000	RES. ENGINEER PAUL BARNHART	

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 6306

SIEVE SIZE	MIX DESIGN	TOLERANCE %	TEST NO. RET. SINGLE SIEVE DRY WT.	TEST NO. RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	TEST NO. RET. SINGLE SIEVE %	PASS %
	98	± 6						
	87	± 6						
	60	± 6						
	51							
	30	± 4						
	12	± 4						
	5.0	± 2.0						
	5.7	± 0.5						
TIME				TIME			TIME	

CIRCLE ALL FAILING TEST RESULTS

	TEST NO.					
	10					
	1516					
T) 23	.6 %	%	%	%	%	%
x 100	1509					
	1428					
	81					
	5.4 %	%	%	%	%	%
JGN)	.2 %	%	%	%	%	%
	5.6 %	%	%	%	%	%

MOIST. CONT. TEST NO: 10

21	WET WT. OF MIX SAMPLE	1881				
22	DRY WT. OF MIX SAMPLE	1778				
23	% MOISTURE ([21] − [22] ÷ [22] × 100	0.6				

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

TANK SUMMARY

C MTRL. INCO	9015.67	
N-SPEC INCORP	301.0	
JECTED	—	
TAL	9316.67	
CK)	49.	73 T
	54	36 T
R)	28.	36 T
	70.	73 T
	—	T
	70.	73 T
100	1357	72 T
	3.	3 %

TIME SUMMARY

SHIFT	HRS RUN	12	ACCUM	HRS RUN 53
	HRS DELAY	1		HRS DELAY 2
	TOTAL	12		TOTAL 57

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	300	°F
MIX TEMP ON ROAD	270	°F
SHIFT WEATHER CONDITIONS		
TEMP AM 62 F	PM 73 F	
FAIR AM CLOUDY	RAIN PM WIND	

TIME SHIFT STARTS 7:00 AM TIME SHIFT ENDS 8:00 PM

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Hanyin
INSPECTOR

CONTRACTOR
P.B. BY MICHAEL MORRIS
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 6748
CONTRACTOR: BAGLER BROS. | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FEEGR (16
MAKE, MODEL, SIZE OF PLANT: BOEING 400 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: SHELL AR 4000 | MFG ENGIN: PAUL
CLASS OF MIX: 11B 11 | ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SH

SIEVE SIZE	TEST NO. 11 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/8"	45	3	97
#4	247	15	85
1/4"	644	39	61
#4	787	47	53
#10	1211	73	27
#40	1468	88	12
#200	1571	94.2	5.8
P—	1668	—	—
ASPHALT %			5.4
SAMPLED AT	TAILGATE	TIME	10:55 am
TONS REPRESENTED	938.0		
DAILY TONNAGE AT TIME OF TEST	450		

SIEVE SIZE	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
ASPHALT %			
SAMPLED AT		TIME	
TONS REPRESENTED			
DAILY TONNAGE AT TIME OF TEST			

SIEVE SIZE	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
ASPHALT %			
SAMPLED AT		TIME	

SIEVE SIZE	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
ASPHALT %			
SAMPLED AT		TIME	

EXTRACTED ASPHALT COMP.

		TEST NO: 11
1	WET WEIGHT OF MIX SAMPLE	1766
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	.5 %
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	1757
4	DRY WT OF EXTRACTED AGGREGATE	1668
5	WT OF EXTRACTED ASPHALT [3] − [4]	91
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.2 %
7	% ASPHALT RETENTION (FROM MIX DESIGN)	.2 %
8	% ASPHALT IN MIX [6] + [7]	5.4 %

MOIST. CONT.

		TE
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE ([21] − [22] ÷ [2])	

REMARKS: LIST TIME & EXTENT

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	938.0	9753.67
10	NON-SPEC INCORP.	—	301.0
11	REJECTED	—	—
12	TOTAL	938.0	10254.67
13	BEGIN ASPHALT INVENTORY (TANK STICK)	28.36 T	
14	ASPHALT RECEIVED (INVOICE)	57.05 T	
15	END ASPHALT INVENTORY (TANK STICK)	34.66 T	
16	ASPHALT THRU PLANT [13] + [14] − [15]	50.75 T	
17	ASPHALT DEDUCTED (REJECTED, ETC.)	— T	
18	ASPHALT USED [16] − [17]	50.75 T	
19	MIX USED [([12] − [11] ÷ (100 + [2])] x 100	973.33	
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5.4 %	

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	9	62
HRS DELAY	—	2
TOTAL	9	60

PRODUCTION RATE 104 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLAN.) 300 °F
MIX TEMP. ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP AM 62 °F PM 75 °F
(FAIR) CLOUDY RAIN WIND

TIME SHIFT STARTS 6:30

REPORT REVIEWED AND ACKNO

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

AILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 2778 | PREFIX: S-1067 | DATE: 8-31-79 | REPORT NO.: 6

SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FEIGF (M) | RES. ENGINEER: PAUL BARNHART

☑ BATCH ☐ DRIER DRUM CONTINUOUS | BRAND & GRADE OF ASPHALT: SHELL AR 4000

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 6306

TEST NO.	RET. SINGLE SIEVE	PASS	TEST NO.	RET. SINGLE SIEVE	PASS	TEST NO.	RET. SINGLE SIEVE	PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
	DRY WT. / %	%		DRY WT. / %	%		DRY WT. / %	%	%	%	
									98	±6	
									87	±6	
									60	±6	
									51		
									30	±4	
									12	±4	
									5.0	±2.0	
									5.7	±0.5	
	TIME			TIME			TIME				

CIRCLE ALL FAILING TEST RESULTS

	TEST NO:	11					
		1768					
23		.5 %	%	%	%	%	%
300		1751					
		1668					
		91					
		5.2 %	%	%	%	%	%
N)		.2 %	%	%	%	%	%
		5.4 %	%	%	%	%	%

MOIST. CONT. TEST NO:

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE (21 − 22) ÷ 22 × 100	6.5			

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

ANK SUMMARY

MTRL. INCORP.	9753.67
SPEC INCORP.	301.0
ECTED	—
AL	10254.67
N)	28.36 T
	57.05 T
	34.22 T
	50.75 T
	— T
	50.75 T
100	135.33
	5.4 %

TIME SUMMARY

SHIFT	HRS RUN	9	ACCUM HRS RUN	62
	HRS DELAY	—	HRS DELAY	2
	TOTAL	9	TOTAL	60

PRODUCTION RATE 104 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP ON ROAD 270 °F

SHIFT WEATHER CONDITIONS

TEMP AM 62 °F PM 75 °F

FAIR CLOUDY RAIN WIND

TIME SHIFT STARTS 6:30 AM TIME SHIFT ENDS 3:00 PM

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

CONTRACTOR

PP BY Michael Morrison
RESIDENT ENGINEER

NARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTUR

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: B
CONTRACTOR: BABLER BROS | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FHOE
MAKE / MODEL SIZE OF PLANT: BOEING 400 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AC 4000 | RES.
CLASS OF MIX: 1" B 1" | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 11 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4	29	1	99									
1/2	245	13	87									
1/4	683	38	62									
4	841	46	54									
10	1279	70	30									
40	1587	87	13									
200	1712	94.0	6.0									
P—	1821	—	—									
ASPHALT %			5.7									
SAMPLED AT	BELT-Elevator	TIME	1:00 AM		TIME			TIME			TIME	
TONS REPRESENTED	80											
DAILY TONNAGE AT TIME OF TEST	50											

EXTRACTED ASPHALT COMP.

		TEST NO. 11				
1	WET WEIGHT OF MIX SAMPLE	1932				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.3 %	%	%	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1926				
4	DRY WT OF EXTRACTED AGGREGATE	1821				
5	WT OF EXTRACTED ASPHALT 3 – 4	105				
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.7 %	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	%	%
8	% ASPHALT IN MIX 6 + 7	5.9 %	%	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	1045.54	10361.21
10	NON SPEC INCORP.	—	301.6
11	REJECTED	—	
12	TOTAL	1045.54	10362.21
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	59.26	T
19	MIX USED [(12 – 11 ÷ (100 + 2))] x 100	1045.54	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.7	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	5	58
HRS DELAY	—	2
TOTAL	5	61

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 255 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 °F PM 70 °F
FAIR (CLOUDY) RAIN WIND
INVOICE
BY TANK STICKING

MOIST. CONT.

21	WET WT. OF MIX SAMPL
22	DRY WT. OF MIX SAMPL
23	% MOISTURE [21 – 2

REMARKS: LIST TIME & E
RE
UC
MATE
TIME SHIFT STARTS 1.

REPORT REVIEWED AND
INSPECTOR
CONTRACTOR
P. BARNHA
RESIDENT ENGINEER

FORM (WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GR

PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 8798 | PREFIX: 5-1087
SUPPLIER: SCHMIDT-SAND & GRAVEL | F.A. NUMBER: (F16F10) | DATE: 9-27-79 | REPORT NO.: 6
RES. ENGINEER: P. BARNHART
PLANT: BATCH / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000
☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS 16 ☐ MEDIAN
LAB NO. 6306

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
			B
TIME			

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
			B
TIME			

SIEVE SIZE	MIX DESIGN	TOLERANCE %
	98	
	87	± 6
	60	± 6
	30	± 4
	12	± 4
	5.0	± 2.0
	5.7	± 0.5

CIRCLE ALL FAILING TEST RESULTS

T NO:					
	1132				
	6.3 %	%	%	%	%
	14.2				
	1821				
	103				
	5.7 %	%	%	%	%
	0.2 %	%	%	%	%
	5.9 %	%	%	%	%

MOIST. CONT. TEST NO: 11

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE (21 − 22) ÷ 22 × 100	0.5			

REMARKS. LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

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TIME SHIFT STARTS 1:00 PM TIME SHIFT ENDS 5:00 PM

UMMARY

(CORP.)	6123	T
CORP.	3014	T
		T
362.21		T
		T
		T
59	26	T
045.	39	T
5.9	%	

TIME SUMMARY

SHIFT	HRS RUN	5	ACCUM HRS RUN	56
	HRS DELAY	—	HRS DELAY	2
	TOTAL	5	TOTAL	61

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 255 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 °F PM 70 °F
FAIR (CLOUDY) RAIN WIND

INVOICE
BY TANK STICKING

REPORT REVIEWED AND ACKNOWLEDGED BY

INSPECTOR Michael E Morgan

CONTRACTOR P. BARNHART By MICHAEL MEDAK
RESIDENT ENGINEER

) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTUR

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 0
CONTRACTOR: BAKER BROS. | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FEF 0
MAKE, MODEL, SIZE OF PLANT: BARBER 400 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: | RES.
CLASS OF MIX: 1/2 B 11 | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 12 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 13 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4	24	1	99				37	2	98			
1/2	256	13	87				233	13	87			
#4	720	38	62				720	41	59			
#4	876	46	54				882	50	50			
#10	1343	70	30				1284	73	27			
#40	1668	87	13				1551	88	12			
#200	1794	94.2	5.8				1611	94.5	5.5			
Pan	1904	—	—				1757	—	—			
ASPHALT %			6.2									
SAMPLED AT	ICE PLANT	TIME	10:30 AM		TIME		WT #4	TIME	1:30	FAT	TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	300						550					

EXTRACTED ASPHALT COMP.

		TEST NO. 12		TEST NO. 13		
1	WET WEIGHT OF MIX SAMPLE	2027		1865		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.3 %	%	0.3 %	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100	2020		1859		
4	DRY WT OF EXTRACTED AGGREGATE	1904		1751		
5	WT OF EXTRACTED ASPHALT [3] – [4]	116		108		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	6.0 %	%	5.8 %	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.8 %	%	0.8 %	%	%
8	% ASPHALT IN MIX [6] x [7]	6.2 %	%	6.0 %	%	%

MOIST. CONT.

21	WET WT. OF MIX SAMPL	
22	DRY WT. OF MIX SAMPL	
23	% MOISTURE [21] – [22]	

REMARKS: LIST TIME & E

TIME SHIFT STARTS: 6:3

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	294.0	5,26
10	NON-SPEC INCORP.	—	
11	REJECTED	—	
12	TOTAL	294.05	175626
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13] + [14] – [15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [16] – [17]	16.3	T
19	MIX USED [([12] – [17] ÷ (100 + [2])] x 100	294.6	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	5	5 %

TIME SUMMARY

HRS RUN	11	HRS RUN	72
HRS DELAY	—	HRS DELAY	—
TOTAL	11	TOTAL	72

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP ON ROAD 255 °F
SHIFT WEATHER CONDITIONS
TEMP AM 66 °F PM 70 °F
FAIR CLOUDY RAIN WIND

By OFFICE

REPORT REVIEWED AND A
INSPECTOR
CONTRACTOR
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GRE

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY Columbia River	CONTRACT NO. 9798	PREFIX 5-1087
	SUPPLIER Cappoose Sand & Gravel	F.A. NUMBER FFT OF I-5	DATE 6-28-79 REPORT NO. 7
	☐ BATCH ☐ DRIER DRUM ☒ CONTINUOUS — BRAND & GRADE OF ASPHALT		RES. ENGINEER P. Barhart

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	MIX DESIGN	TOLERANCE %	SIEVE SIZE
TEST NO. 13	37	2	98	98		
	233	13	87	81	± 6	
	720	41	59	60	± 6	
	882	50	50			
	1284	73	27	38	± 4	
	1551	88	12	12	± 4	
	1661	94.5	5.5	7.0	± 2.0	
	1757	—	—			
		⊠		5.7	± 0.5	
TIME						
TIME 1:30	WT 14					
TIME	550					

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	12	13	MOIST. CONT. TEST NO:		
	2027	1663	21	WET WT. OF MIX SAMPLE	—
23	6.3 %	%	22	DRY WT. OF MIX SAMPLE	—
00	2626	1954	23	% MOISTURE [21 − 22] ÷ 22 × 100	6.5
	1964	1551			
	112	101			
	6.0 %	5.8 %			
N)	6.2 %	6.2 %			
	6.2 %	6.1 %			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

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OFFICE

INK SUMMARY

NTRY INCORP.	5.26
SPEC INCORP.	3.40
CTED	
	4175626
	T
	T
	T
	T
	T
76	6.3 T
599	6.2 T
5	5 %

TIME SUMMARY

SHIFT	HRS RUN	11	ACCUM HRS RUN	72
	HRS DELAY	—	HRS DELAY	—
	TOTAL	11	TOTAL	72

TIME SHIFT STARTS 6:30 AM TIME SHIFT ENDS: 3:30 PM

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F

MIX TEMP. ON ROAD 255 °F

SHIFT WEATHER CONDITIONS

TEMP AM 66 °F PM 70 °F

FAIR CLOUDY RAIN WIND

EXCELLENT

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael Merrigan
INSPECTOR

CONTRACTOR

Paul Barhart by Mike Merrigan
RESIDENT ENGINEER

ARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURE

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 87
CONTRACTOR: BAKER BROS. | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: EFTOF 1
MAKE, MODEL, SIZE OF PLANT: BARBER-AJAX | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT | RES. EN
CLASS OF MIX: B | ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐

SIEVE SIZE	TEST NO. 13 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 14 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4	45	2	98				35	2	98			
1/2	349	15	83				246	13	87			
1/4	956	41	59				966	40	60			
4	911	45	51				913	48	52			
10	1364	23	27				1354	23	27			
40	1627	88	12				1612	88	12			
200	1738	99.3	5.7				1792	99.6	5.4			
P	1894	—					1819					
ASPHALT %			5.3						6.2			
SAMPLED AT	HOT	TIME	10:00 AM		TIME		HOT	TIME	4:10		TIME	
TONS REPRESENTED												
DAILY TONNAGE AT TIME OF TEST	40						1100					

EXTRACTED ASPHALT COMP.	TEST NO: 13		14			MOIST. CONT.
1 WET WEIGHT OF MIX SAMPLE	1890		2613			21 WET WT. OF MIX SAMPLE
2 % MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.2 %	%	0.2 %	%	%	22 DRY WT. OF MIX SAMPLE
3 DRY WT OF SAMPLE [1 ÷ (100 + 2) x 100	1936		2608			23 % MOISTURE [21 − 22] ÷
4 DRY WT OF EXTRACTED AGGREGATE	1842		1377			REMARKS: LIST TIME & EXT
5 WT OF EXTRACTED ASPHALT 3 − 4	94		114			
6 % EXTRACTED ASPHALT (5 ÷ 3) x 100	5.1 %	%	6.0 %	%	%	
7 % ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	0.2 %	%	%	
8 % ASPHALT IN MIX 6 + 7	5.3 %	%	6.2 %	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	1622.05	1331.31
10	NON SPEC INCORP.	—	3.0
11	REJECTED	—	—
12	TOTAL	1622.05	1334.31
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 − 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 − 17	87.92	T
19	MIX USED [(12 − 17 ÷ (100 + 2)] x 100	1622.05	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.4 %	(S) INVOICE

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	82
HRS DELAY	2	2
TOTAL	12	84
PRODUCTION RATE		TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 250 °F
MIX TEMP ON ROAD 240 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 °F PM 75 °F
FAIR CLOUDY RAIN WIND

RECEIV
OCT 4 19
TIME SHIFT ST
REPORT REVIEWED AND AC
INSPECTOR
CONTRACTOR
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GRE

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

OSE	HIGHWAY COLUMBIA RIVER	CONTRACT NO. 8798	PREFIX 5-1087	
P.S.E.	SUPPLIER CASCADE SAND & GRAVEL	F.A. NUMBER FIT OF 19)	DATE 10-1-79	REPORT NO. 8
	☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT		RES. ENGINEER P.B. HEMHILL	

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

SIEVE SIZE	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. 14	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	LAB NO. 6506 MIX DESIGN	TOLERANCE %
					3.5		2	98					98	
					246		13	87					87	± 6
					266		10	60					60	± 6
					913		48	52						
					1354		23	27					20	± 7
					1612		88	12					12	± 7
					1792		94	5.4					6.0	± 2.0
					1819									
			☒				☒	6.2			☒		5.7	± 0.5
		TIME			1000 + 50		TIME 4:40				TIME			
					1100									

CIRCLE ALL FAILING TEST RESULTS

	TEST NO:		19		
	1890		2013		
T) 23	6.2 %	%	6.2 %	%	%
x 100	1936		2062		
	1692		1397		
	94		119		
00	5.1 %	%	6.0 %	%	%
SIGN)	6.2 %	%	6.2 %	%	%
	5.3 %	%	6.2 %	%	%

MOIST. CONT. TEST NO: 15

21	WET WT. OF MIX SAMPLE	—			
22	DRY WT. OF MIX SAMPLE	—			
23	% MOISTURE (21 − 22) ÷ 22 × 100	6			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

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MATERIALS DIVISION
OFFICE

TIME SHIFT STARTS: 7:30 TIME SHIFT ENDS: 7:30

TANK SUMMARY

C MTRL. INCORP.	1336	77.3
ON-SPEC INCORP.	301.0	
EJECTED	—	—
OTAL	1337.6	.31
ICK)		T
		T
K)		T
		T
		T
	87	92
100		
	5	%

TIME SUMMARY

SHIFT	HRS RUN	10	ACCUM HRS RUN	82
	HRS DELAY	2	HRS DELAY	2
	TOTAL	12	TOTAL	84

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 250 °F

MIX TEMP ON ROAD 250 °F

SHIFT WEATHER CONDITIONS

TEMP AM 60 °F PM 75 °F

FAIR CLOUDY RAIN WIND

1822.05

(X) INVOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

INSPECTOR

CONTRACTOR

RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO:
CONTRACTOR: BARBER BROS. | SUPPLIER: CHIEF SAND & GRAVEL | F.A. NUMBER:
MAKE/MODEL SIZE OF PLANT: BARBER 400 | ☐ BATCH ☑ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT:
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 15 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
3/4	20	1	99								
1/2	169	10	90								
4	671	39	61								
4	850	92	58								
10	1338	69	31								
40	1684	85	15								
200	1809	93.1	6.9								
P—	1942	—	—								
ASPHALT %			5.7								
SAMPLED AT	WILSONVILLE	TIME 7:00 AM			TIME			TIME			TIME
TONS REPRESENTED											
DAILY TONNAGE AT TIME OF TEST											

RECEIVED
OCT 4 1979
MATERIALS DIVISION OFFICE

EXTRACTED ASPHALT COMP.

		TEST NO. 15					MOIST. CONT.
1	WET WEIGHT OF MIX SAMPLE	2000					21 WET WT. OF MIX S
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.2 %	%	%	%	%	22 DRY WT. OF MIX S
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1996					23 % MOISTURE 1 2
4	DRY WT OF EXTRACTED AGGREGATE	1874					REMARKS: LIST TIM
5	WT OF EXTRACTED ASPHALT 3 – 4	122					
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	6.2 %	%	%	%	%	108.54 T
7	% ASPHALT RETENTION (FROM MIX DESIGN)	92%	%	%	%	%	NON ST
8	% ASPHALT IN MIX 6 + 7	5.7 %	%	%	%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM	
9	SPEC MTRL INCORP	[redacted]	SPEC MTRL. INCORP.	13936.36
10	NON-SPEC INCORP	—	NON SPEC INCORP	301.0
11	REJECTED	[redacted]	REJECTED	—
12	TOTAL	859.05	TOTAL	14237.36
13	BEGIN ASPHALT INVENTORY (TANK STICK)			T
14	ASPHALT RECEIVED (INVOICE)			T
15	END ASPHALT INVENTORY (TANK STICK)			T
16	ASPHALT THRU PLANT 13 + 14 – 15			T
17	ASPHALT DEDUCTED (REJECTED, ETC.)			T
18	ASPHALT USED 16 – 17	48.96		T
19	MIX USED [(12 – 11 ÷ (100 + 23)] x 100	859.05		T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.7		%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	10	92
HRS DELAY	—	2
TOTAL	10	94

TIME SHIFT STARTS

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 270 °F
MIX TEMP. ON ROAD 253 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 °F PM [illegible] °F
FAIR CLOUDY RAIN WIND
By mixing

REPORT REVIEWED
INSPECTOR
CONTRACTOR
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR.

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

APPOOSE
BOSS.
T .00

HIGHWAY COLUMBIA RIVER
SUPPLIER CONCRETE SAND & GRAVEL
CONTRACT NO. 8792
F.A. NUMBER FEXTOF(5)
PREFIX 5-1087
DATE 10-2-79
REPORT NO. 7
RES. ENGINEER DARNELL

☐ BATCH ☐ DRUM ☐ CONTINUOUS
BRAND & GRADE OF ASPHALT

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB NO. 6356

SIEVE SIZE	MIX DESIGN %	TOLERANCE %	TEST NO. 15 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
1	98				99						
1/2	87	±6			90						
3/8	69	±6			64						
#4					39						
#8	30	±4			28						
#30	12	±4			13						
#50	5.0	±2.0			6.9						
#200	5.7	±0.5			6.4						
			TIME 3:00 PM			TIME			TIME		

RECEIVED
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MATERIALS DIVISION OFFICE

CIRCLE ALL FAILING TEST RESULTS

ASPHALT COMP.	TEST NO. 15					
SAMPLE	2000					
(FROM SEPARATE TEST) 23	6.2 %	%	%	%	%	%
1 ÷ (100 + 2) x 100	2004					
AGGREGATE	1542					
ASPHALT 3 – 4	122					
(5 ÷ 3) x 100	6.2 %	%	%	%	%	%
(FROM MIX DESIGN)	6.2 %	%	%	%	%	%
6 + 7	6.4 %	%	%	%	%	%

MOIST. CONT. TEST NO:	15				
21 WET WT. OF MIX SAMPLE	—				
22 DRY WT. OF MIX SAMPLE	—				
23 % MOISTURE (21 – 22) ÷ 22 x 100	6.2				

REMARKS LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

108.54 TON WAS USED FOR NON STATE USE.

AGG. & ASPH. TANK SUMMARY

ACCUM	SPEC MTRL. INCORP.	13936.36	
	NON-SPEC INCORP.	301.0	
	REJECTED	—	
	TOTAL	14237.36	
	HISTORY (TANK STICK)		T
	(VOICE)		T
	HISTORY (TANK STICK)		T
	13 + 14 – 15		T
	(REJECTED, ETC.)		T
	17	48.96	T
	16 ÷ (100 + 16) x 100	859.05	T
	18 ÷ 16 x 100	5.7	%

TIME SUMMARY

SHIFT	HRS RUN	10	
	HRS DELAY	—	
	TOTAL	10	
ACCUM	HRS RUN	92	
	HRS DELAY	2	
	TOTAL	94	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 300 °F
MIX TEMP. ON ROAD 255 °F
SHIFT WEATHER CONDITIONS
TEMP AM 60 °F PM 82 °F
FAIR CLOUDY RAIN WIND

By private

TIME SHIFT STARTS. 8:00 AM SHIFT ENDS 6:00 PM

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael Morgan
INSPECTOR

CONTRACTOR
PAUL DARNELL By Michael Morgan
RESIDENT ENGINEER

MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

CONTRACT NO. 6.29
SECTION WARREN SCAFFOSE
HIGHWAY COLUMBIA RIVER
F.A. NUMBER EFTSE 1
CONTRACTOR BAGLER BROS.
SUPPLIER SAMPOSE SAND & GRAVEL
RES. EN
MAKE, MODEL, SIZE OF PLANT BARBER-AC "
BRAND & GRADE OF ASPHALT
☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS
CLASS OF MIX "B"
☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐

SIEVE SIZE	TEST NO. 16 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. 17 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	21	1	99				39	2	98			
1/2"	196	11	88				294	15	83			
3/8"	561	34	66				741	37	61			
4	615	41	59				951	47	53			
10	1127	66	34				1356	71	29			
40	1548	86	14				1662	87	13			
#200	1729	93.5	6.5				1766	93.8	6.2			
P			5.9			8			5.2			8
ASPHALT %												
SAMPLED AT	C.S.#70 LT	TIME 9:45			TIME		1097-WT	TIME 3:00 PM			TIME	
TONS REPRESENTED							1400					
DAILY TONNAGE AT TIME OF TEST	25											

RECEIVED
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MATERIALS DIVISION OFFICE

EXTRACTED ASPHALT COMP.

		TEST NO	16			17		
1	WET WEIGHT OF MIX SAMPLE		1767			2018		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	%	6.5 %	%	%	6.5%	%	
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100		1655			1907		
4	DRY WT OF EXTRACTED AGGREGATE		1543			1801		
5	WT OF EXTRACTED ASPHALT 3 – 4		112			106		
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	%	5.7%	%	%	5.6%	%	
7	% ASPHALT RETENTION (FROM MIX DESIGN)	%	.8 %	%	%	0.9%	%	
8	% ASPHALT IN MIX 6 ÷ 7	%	5.9%	%	%	5.2%	%	

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	784.32	1581.57
10	NON-SPEC INCORP.		301.0
11	REJECTED	40.89	40.89
12	TOTAL	1823.21	1622.57 T
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	97.91	T
18	ASPHALT USED 16 – 17		T
19	MIX USED [(12 – 11 ÷ (100 + 23)] x 100	1784.32	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.9	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	7	HRS RUN
HRS DELAY	2	HRS DELAY
TOTAL	9	TOTAL

PRODUCTION RATE 255 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F
MIX TEMP. ON ROAD 255 °F
SHIFT WEATHER CONDITIONS
TEMP AM 44 F PM 53 F
FAIR (CLOUDY) RAIN WIND

BY INVOICE

MOIST. CONT.

21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE [21 – 22]			

REMARKS: LIST TIME & E
70,25 T
BECAUSE
TIME SHIFT STARTS: 7

REPORT REVIEWED AND
INSPECTOR
CONTRACTOR
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

JOSE CO.	HIGHWAY: COLUMBIA RIVER	CONTRACT NO. 6398	PREFIX 5-1087	
	SUPPLIER: SAMPOSE SAND & GRAVEL	F.A. NUMBER FFTOF 191	DATE 10-29-79	REPORT NO. 10
	BATCH / DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT	RES. ENGINEER PAUL BARNHART	

☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

	TEST NO.			TEST NO. 17			TEST NO.			LAB NO. 6306-79		
PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	%	%	
9				39	2	98				98		
8				294	15	83				91	± 6	
6				741	39	61				85	± 6	
59				1064	97	33						
34				1356	71	29				30	± 4	
14				1662	87	13				12	± 4	
5				1769	93.8	6.2				5.0	± 2.0	
5.9						5.2				5.7	± 0.5	
95		TIME		1097-WT	TIME 3:00 PM			TIME				
				1400								

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CIRCLE ALL FAILING TEST RESULTS

P.	TEST NO	16			17		
		1767			2018		
ESTI 23		0.5 %	%	%	0.5 %	%	
x 100		1750			2007		
		1655			1907		
		112			100		
100		5.3 %	%	%	5.0 %	%	
ESIGN)		-.2 %	%	%	0.2 %	%	
		5.9 %	%	%	5.2 %	%	

MOIST. CONT.	TEST NO:	16			17
21	WET WT. OF MIX SAMPLE	12.19	1663		
22	DRY WT. OF MIX SAMPLE	11.58	1585		
23	% MOISTURE ([21] − [22]) ÷ [22] × 100	0.5			0.5

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

70.39 TONS OF MIX REJECTED BECAUSE DRY.

TANK SUMMARY

SPEC MTRL INCORP.	1577.57
NON-SPEC INCORP.	301.0
REJECTED	40.89
TOTAL	1602.5

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	7	HRS RUN
HRS DELAY	2	HRS DELAY
TOTAL	9	TOTAL

PRODUCTION RATE 255 TONS/HR

TIME SHIFT STARTS: 7:30 AM TIME SHIFT ENDS: 4:00 PM

TICK)	T
	T
CK)	T
	T
)	T
97.	91 T
x 100	1784 32 T
0	5.9 %

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F

MIX TEMP. ON ROAD 255 °F

SHIFT WEATHER CONDITIONS

TEMP AM 44 °F PM 53 °F

FAIR (CLOUDY) RAIN WIND

BY INVOICE

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B. Morgan
INSPECTOR

Dick Hall
CONTRACTOR

P. BARNHART by MICHAEL MERC.
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIX

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT:
CONTRACTOR: BABLER BROS. | SUPPLIER: SCAPPOOSE SAND & GR | F.A. NUM:
MAKE, MODEL, SIZE OF PLANT: BOEING 400 | ☐ BATCH ☐ DRYER DRUM CONTINUOUS | BRAND & GRADE OF ASPHALT: AR 4000 SHELL
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHIN

SIEVE SIZE	TEST NO. 18 RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %
3/4"	30	2	98								
1/2"	212	13	87								
1/4"	569	35	65								
4	703	42	58								
# 10	1149	69	31								
# 40	1437	81	13								
# 200	1553	93.5	6.5								
ASPHALT %			5.5								
SAMPLED AT	CHURCH RD	TIME	8:45 AM		TIME			TIME			TIME
TONS REPRESENTED	1083.78										
DAILY TONNAGE AT TIME OF TEST	60										

EXTRACTED ASPHALT COMP.

		TEST NO: 18				
1	WET WEIGHT OF MIX SAMPLE	1763				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.5 %	%	%	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1753				
4	DRY WT OF EXTRACTED AGGREGATE	1660				
5	WT OF EXTRACTED ASPHALT 3 – 4	93				
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.3 %	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2%	%	%	%	%
8	% ASPHALT IN MIX 6 + 7	5.5 %	%	%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	1083.78	17807.46
10	NON SPEC INCORP		30.0
11	REJECTED		40.89
12	TOTAL	1083.78	17196.35
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	59.89	T
19	MIX USED [(12 – 11 ÷ (100 + 23)] x 100	1083.78	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	5.2	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	9	161
HRS DELAY	—	4
TOTAL	9	165

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F
MIX TEMP. ON ROAD 275 °F
SHIFT WEATHER CONDITIONS
TEMP AM 43 °F PM 56 F
(FAIR) CLOUDY RAIN WIND

BY INVOICE

MOIST. CON
21 WET WT. OF MI
22 DRY WT. OF M.
23 % MOISTURE
REMARKS: LIST TI

TIME SHIFT STARTS

REPORT REVIEWED
INSPECTOR
CONTRACTOR
RESIDENT ENGINEE

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR.

DAILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

ROOSE / ROSS.

HIGHWAY: COLUMBIA RIVER

SUPPLIER: SCAPPOOSE SAND & GR

CONTRACT NO. 8798

F.A. NUMBER FFTQF 1(4)

PREFIX 6-1087

DATE 10-31-79

REPORT NO. 14

RES. ENGINEER P.BARNHART

☐ BATCH ☑ DRUM MIXER CONTINUOUS

BRAND & GRADE OF ASPHALT AR 4000 SHELL

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
TIME			

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
TIME			

TEST NO.	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%
			8
TIME			

RECEIVED
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MATERIALS DIVISION OFFICE

LAB NO. 6306-A

SIEVE SIZE	MIX DESIGN	TOLERANCE %
	98	
	82	±6
	60	±6
	30	±4
	12	±4
	5.0	±2.0
	5.7	10.5

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	18					
	1763					
23	0.5 %	%	%	%	%	%
× 100	1753					
	1660					
	93					
	5.3	%	%	%	%	%
GN)	0.2%	%	%	%	%	%
	5.6%	%	%	%	%	%

MOIST. CONT. TEST NO: 18

21	WET WT. OF MIX SAMPLE				
22	DRY WT. OF MIX SAMPLE				
23	% MOISTURE [21 − 22] ÷ 22 × 100	0.5			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

TANK SUMMARY

C MTRL. INCORP.	17807.35	T
ON SPEC INCORP.	50.0	T
JECTED	40.89	T
TAL	17196.35	T
CK)		T
		T
N)		T
		T
	55.89	T
× 100	1083	78 T
	5.2	%

TIME SUMMARY

SHIFT	HRS RUN	9	ACCUM HRS RUN	111
	HRS DELAY	—	HRS DELAY	4
	TOTAL	9	TOTAL	115

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F

MIX TEMP. ON ROAD 275 °F

SHIFT WEATHER CONDITIONS

TEMP AM 43 °F PM 56 °F

(FAIR) CLOUDY RAIN WIND

BY INVOICE

TIME SHIFT STARTS: 7 AM TIME SHIFT ENDS. 4:20 PM

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Flanagan
INSPECTOR

CONTRACTOR

Paul Barnhart By Michael Merrigan
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXTURES

SECTION: WARREN SCAPPOOSE | HIGHWAY: COLUMBIA RIVER | CONTRACT NO.: 8798
CONTRACTOR: BARLER BROS | SUPPLIER: SCAPPOOSE SAND & GRAVEL | F.A. NUMBER: FF 0F 14
MAKE, MODEL, SIZE OF PLANT: BARBER GREEN 400 | ☒ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: AC 4000 SHELL | RES. ENGINEER: PHIL
CLASS OF MIX: "B" | ☐ BITUMINOUS BASE ☒ BASE ☐ TOP ☐ PATCHING ☐ SHOULD

SIEVE SIZE	TEST NO. 20 RET. SINGLE SIEVE DRY WT.	%	PASS %
3/4"	48	3	97
1/2"	206	13	87
1/4"	585	37	63
4	720	45	55
10	1115	70	30
40	1382	87	13
200	1487	94.0	6.0
F	1591	—	—
ASPHALT %			5.3 → 4.6
SAMPLED AT	LOAD IT	TIME	9:40 AM
TONS REPRESENTED	1700.35		
DAILY TONNAGE AT TIME OF TEST	650		

TEST NO. | RET. SINGLE SIEVE DRY WT. | % | PASS % | TIME
TEST NO. | RET. SINGLE SIEVE DRY WT. | % | PASS % | TIME
TEST NO. | RET. SINGLE SIEVE DRY WT. | % | PASS % | TIME

By TANK STICKING ADJUSTMENT.

LAB DES: 7 87 66 30 17 5. 5.

EXTRACTED ASPHALT COMP.

		TEST NO. 20				
1	WET WEIGHT OF MIX SAMPLE	1677				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.4 %	%	%	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	1670				
4	DRY WT OF EXTRACTED AGGREGATE	1581				
5	WT OF EXTRACTED ASPHALT 3 – 4	89				
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.3 %	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.2 %	%	%	%	%
8	% ASPHALT IN MIX 6 + 7	5.5 %	%	%	%	%

MOIST. CONT.

		TEST NO.
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [21 – 22 ÷ 22] x 100	

REMARKS. LIST TIME & EXTENT OF

RECEIVED DEC 6

MATERIALS

TIME SHIFT STARTS: 7:00 TI

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	—	16804.46
10	NON-SPEC INCORP.	1700.35	2001.35
11	REJECTED	—	40.89
12	TOTAL	1700.35	18846.70
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	78.64	T
19	MIX USED [(12 – 11 ÷ (100 + 2)] x 100	1726.35	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	4.6	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	5	106
HRS DELAY	—	4
TOTAL	5	110

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 325 °F
MIX TEMP. ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP. AM 35 °F PM 55 °F
FAIR CLOUDY RAIN WIND

BY INVOICE & TANK MEAS.

REPORT REVIEWED AND ACKNOWLED

Michael BT
INSPECTOR

NOTIFIED BY PHONE
CONTRACTOR

Paul Barnhart by Mi
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONT

Y PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY COLUMBIA RIVER	CONTRACT NO. 8798	PREFIX S-1087	
SUPPLIER SCAPPOOSE SAND & GRAVEL	F.A. NUMBER F-FOF-14	DATE 11-1-79	REPORT NO. 72
RES. ENGINEER PHIL BARNHART			

☐ BATCH ☐ DRIER DRUM ☑ CONTINUOUS — BRAND & GRADE OF ASPHALT AR 4000 SHELL

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
	By TANK STICKING ADJUSTMENT.		
4.6			
TIME			

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
TIME			

LAB NO. 246-79

SIEVE SIZE	MIX DESIGN	TOLERANCE %
	98	
	87	±6
	60	±6
	30	±4
	13	±4
	5.0	±2.0
	5.7	±0.5

CIRCLE ALL FAILING TEST RESULTS

TEST NO:	20				
	1627				
	6.4%	%	%	%	%
	1670				
	1581				
	89				
	5.3%	%	%	%	%
	0.2%	%	%	%	%
	5.5%	%	%	%	%

MOIST. CONT. TEST NO: 20

21	WET WT. OF MIX SAMPLE	—	
22	DRY WT. OF MIX SAMPLE	—	
23	% MOISTURE (21 − 22) ÷ 22 × 100	0.4	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

RECEIVED
DEC 6 1979
MATERIALS DIVISION

TIME SHIFT STARTS 7:00 TIME SHIFT ENDS 12:00 PM

SUMMARY	
4,46	
35	
40, 89	
46 70	
	T
	T
	T
	T
78, 64	T
176 35	T
4.6	%

TIME SUMMARY

SHIFT			ACCUM	
	HRS RUN	5	HRS RUN	106
	HRS DELAY	—	HRS DELAY	4
	TOTAL	5	TOTAL	110

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT)	325 °F
MIX TEMP. ON ROAD	270 °F
SHIFT WEATHER CONDITIONS	
TEMP. AM 35 °F	PM 55 °F
(FAIR) CLOUDY RAIN WIND	

BY INVOICE & TANK MEAS.

REPORT REVIEWED AND ACKNOWLEDGED BY

Michael B Morgan
INSPECTOR

NOTIFIED BY PHONE

CONTRACTOR

Phil Barnhart By Michael Morgan
RESIDENT ENGINEER

CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTU

SECTION WARREN SCAPPOOSE | HIGHWAY COLUMBIA RIVER | CONTRACT NO. E2
CONTRACTOR BABLER BROS. | SUPPLIER SCAPPOOSE SAND & GRAVEL | F.A. NUMBER FFG
MAKE, MODEL, SIZE OF PLANT BOEING 400 | ☑ BATCH ☐ DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT
CLASS OF MIX 11 B 11 | ☐ BITUMINOUS BASE | ☑ BASE ☐ 1/2" ☐ TOP MIX | ☐ PATCHING

SIEVE SIZE	TEST NO. RET. SINGLE SIEVE DRY WT.	TEST NO. RET. SINGLE SIEVE %	TEST NO. PASS %	TEST NO RET. SINGLE SIEVE DRY WT.	TEST NO RET. SINGLE SIEVE %	TEST NO PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	TEST NO. RET. SINGLE SIEVE %	TEST NO. PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	TEST NO. RET. SINGLE SIEVE %
	NO TEST TAKEN TODAY										
ASPHALT %			[8]			[8]			[8]		
SAMPLED AT		TIME			TIME			TIME			TIME
TONS REPRESENTED											
DAILY TONNAGE AT TIME OF TEST											

EXTRACTED ASPHALT COMP.

		TEST NO					MOIST. CONT.
1	WET WEIGHT OF MIX SAMPLE						21 WET WT. OF MIX SA
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	%	%	%	%	%	22 DRY WT. OF MIX SA
3	DRY WT OF SAMPLE [1 ÷ (100 + 2) x 100]						23 % MOISTURE [2
4	DRY WT OF EXTRACTED AGGREGATE						REMARKS: LIST TIME
5	WT OF EXTRACTED ASPHALT [3 − 4]						
6	% EXTRACTED ASPHALT [5 ÷ 3] x 100	%	%	%	%	%	339.26 TONS
7	% ASPHALT RETENTION (FROM MIX DESIGN)	%	%	%	%	%	
8	% ASPHALT IN MIX [6 + 7]	%	%	%	%	%	179.24 TONS

PRODUCTION TON. & ASPH. TANK SUMMARY

		SHIFT	ACCUM
9	SPEC MTRL. INCORP.	515.50	1992.96
10	NON-SPEC INCORP.	—	22.35
11	REJECTED	—	46.69
12	TOTAL	515.50	1936.20
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT [13 + 14 − 15]		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED [12 − 17]	27.82	T
19	MIX USED [(12 − 17 ÷ (100 + 2)] x 100	515.50	T
20	% ASPHALT IN MIX [18 ÷ 19] x 100	5.4	%

TIME SUMMARY

	SHIFT	ACCUM
HRS RUN	8	
HRS DELAY	—	
TOTAL	8	

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 325 °F
MIX TEMP. ON ROAD 270 °F
SHIFT WEATHER CONDITIONS
TEMP AM 95 °F PM 95 °F
FAIR CLOUDY RAIN WIND

BY INVOICE

TIME SHIFT STARTS

REPORT REVIEWED
INSPECTOR
NOTIFIED
CONTRACTOR
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR.

DAILY PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

SCAPPOOSE — CROSS —

HIGHWAY: COLUMBIA RIVER

SUPPLIER: SCAPPOOSE SAND & GRAVEL

CONTRACT NO.: 8778

F.A. NUMBER: FEF 4F 119

PREFIX: S-1087

DATE: 11-2-79

REPORT NO.: 73

☑ BATCH ☐ DRIER DRUM CONTINUOUS

BRAND & GRADE OF ASPHALT:

RES. ENGINEER:

☐ BITUMINOUS BASE ☑ BASE ¾"-0 ☐ TOP MIX ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

PASS %	TEST NO.	RET. SINGLE SIEVE DRY WT.	%	PASS %

8748

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 29, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: CROWN ZELLERBACH SIGNAL PROJECT
L. COLUMBIA RIVER HIGHWAY

This is to amplify remarks contained in Howard Mellors' letter to D. E. Swan dated April 23, 1980 (copy attached). Contrary to Mr. Mellors' letter, the $880 mentioned for the cost of the traffic detector to be placed in Crown's yard is the complete cost, including all labor and materials. Howard and I did agree that in order to avoid multiple billings sent to Crown for this signal that we would wait until the installation was complete before we asked for Crown's remittance. That way, if anything unforeseen comes up during construction we can include that in the total billing to Crown. Incidentally, this project has been engineered so thoroughly that I doubt that anything unforeseen could possibly come up. As soon as the work is completed I will notify Mr. Mellors, at which time he will remit a check to the Highway Division for Crown's share of the signal project. That price is now $31,880. and likely will not change.

Attachment

ELH/cp
cc Howard Mellors, Crown Zellerbach
D. E. Swan
Jon Rose
Paul Barnhart

Contains Recycled Materials
81-125-1387

8798

April 21, 1960

ACC

Crown Zellerbach Corporation
P.O. Box 3503
Portland, Oregon 97208

Attn: Mr. Howard Hellers

Dear Mr. Hellers:

We have, by letter dated March 25, 1960, requested deposit of $31,000 for interconnection improvements on the Lower Columbia River Highway at the Crown Zellerbach Corporation's private logging road. It has since been determined that additional loop detectors are required to provide acceptable operation at the intersection.

The additional cost for the detectors is estimated at $900.

Please add this cost to the original $31,000 requested and submit your check, in the amount of $31,900 payable to the Oregon State Highway Division, to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Stein
Operations Programming Engineer

CEB:pf

bcc w/ND & 740 Rev: Vern Stacy - Please return completed ND & 740 Rev. when check is received.
Jon Rose, Metro

DEPARTMENT OF JUSTICE

Memorandum

DATE: March 28, 1979

TO: J. H. Versteeg
Road Design Engineer

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Warren-Scappoose
Columbia River Highway
Columbia County
Crown Zellerbach Traffic Signal
Private Road Crossing

NOTED
E. S. HUNTER

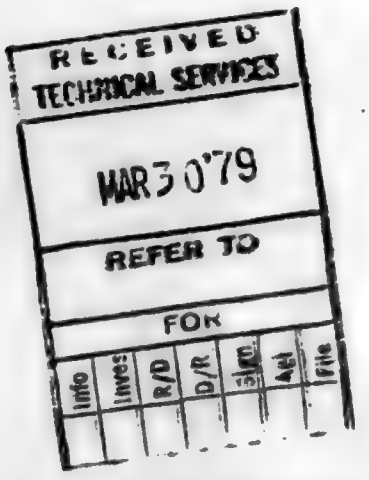
This signal was originally authorized by the Public Utility Commissioner when jurisdiction for private road crossings was under the PUC. In 1967 the jurisidction was transferred to the Department of Transportation. ORS 374.310 provides that the Department may adopt such rules and regulations as are necessary to carry out the terms of the legislation and the rules and regulations may with respect to private road crossings contain the following "Additional provisions for the angle of intersection, crossing at grade or other than grade, site distances, safety measures including flagmen, crossing signs and signals, reinforcement for the protection of the highway, maintenance of the crossing and for payment by the applicant of costs of any of the foregoing."

I do not know if the Department has adopted any rules or regulations under 374.310, but if they are going to collect the cost of this traffic signal from Crown Zellerbach I would suggest that they get on the stick and get a set of rules and regulations adopted at least to the extent of a temporary rule by the next Commission Meeting and carry on from there. I would suggest that the adoption of the regulations would be a cooperative effort between the Permit Section and the Traffic Engineer's office. I understand that Glen Clark has done some work on this already.

In conclusion, this is definitely not a utility matter, but is a matter that should be handled under rules and regulations adopted as specified above.

JLS:sjb

cc: Bob Hamilton
Glen Clark
Jack Cartwright



Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 28 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

3718

March 25, 1980

AGR

Crown Zellerbach Corporation
P.O. Box 3353
Portland, Oregon 97208

Attn: Mr. Howard Mallers

Dear Mr. Mallers:

In accordance with Misc. Contracts & Agreements No. 7080, entered into on/or about the middle of September, 1979, between the Department of Transportation, Highway Division and Crown Zellerbach, a Corporation, for the purpose of providing an acceptable traffic circulation pattern in the vicinity of an intersection of the Lower Columbia River Highway with a private road at the North limits of the City of Scappoose.

Agreement states that Crown Zellerbach Corp. shall, on or before April 20, 1980, deposit with State the sum of $31,000, said amount being considered as equal to CZ's agreed maximum participation in the project costs.

Please make your check in the amount of $31,000 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DES:pf

bcc w/AD # 749: Vern Elcoq - Please return completed AD # 749 when check is received.
Jon Rose, Region 4 Federal Aid Engineer

8798

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 22, 1980

NOTED
E.S. HUNTER

Mr. Robert A. Holland
Department of Justice
Trial Division
100 State Office Building
Salem, OR 97310

RE: Warren-Scappoose Section
Columbia Section

Dear Mr. Holland:

Per your request of February 20, 1980, enclosed are copies of the draft environmental statement, final environmental statement, and the noise study report prepared for the subject project.

I have recovered the project files for Warren-Scappoose Section and have them here in my office for your inspection at your convenience.

Please let me know if there is anything else you need. If you have any questions, please call me or Tony George at 8-8486.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

RECEIVED
TECHNICAL SERVICES
FEB 22 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
ENVIRONMENTAL
SECTION

FEB 21 1980

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

February 20, 1980

Gary Potter, Manager
Environmental Section
State Highway Division
412 Transportation Building
Salem, OR 97310

Re: Department of Transportation v. Scappoose School District 1-J (Warren School)
R-48774

Dear Mr. Potter:

The factual situation pertaining to the above-entitled case seems to have reached an irreconcilable impasse. It appears as though the only solution to the matter of the compensation to be paid to the school distict will be resolved in trial.

In preparing for trial I have reviewed the file and find that the elements relating to noise, dust and fumes will be the most substantial elements of controversy during the trial. In reviewing the file it appears that not only an environmental impact statement has been completed but also a study relating to noise, dust and fumes.

I would appreciate it if you would supply me with a copy of each of these documents and also anything else you have which may be significant in relation to this problem. I would also appreciate it if you would alert the proper member of your staff to the fact that we will be relying on you and your staff at the time of trial.

In discussing these matters with members of your staff previously, I understand that it is somewhat cumbersome to look through the entire file. I am sure that it will be necessary for me to do this, and I would appreciate it if you would obtain the files pertaining to the Warren-Scappoose Section of the Columbia River Highway so that I might examine it for significant details.

After the appraisers have completed their work, I will ask them to attend a pretrial conference for a briefing on the factors relating to environmental considerations.

If I can clarify anything relating to the above, please call me at extension 8-6313. Thank you for your cooperation in this matter.

Very truly yours,

Robert A Holland jw

Robert A. Holland
Assistant Attorney General

jw

1-80 N

ROAD DESIGN SECTION

Paul Barnhart
Resident Engineer

October 18, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
Warren-Scappoose Section
Columbia River Highway
Columbia County
Contract No. 8798

Attached are three sets of approved shop drawings for the large Type "C" and the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Coral Corporation for fabrication of the signs.

As a point of information, sign shop drawings should be sent to this office and sign support shop drawings should be sent to the Bridge Section.

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

WGB:ja

Vernieeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
OCT 18 1979
ROAD DESIGN SECTION

file

Do Not File
Return To
Bring Up ___/___/___
Action

RECEIVED
SEP 19 1979
CONSTRUCTION
BRANCH

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Portland, Oregon
September 18, 1979

FILE:

FROM: Paul R. Barnhart
Resident Engineer

TO: L.E. George
Traffic Engineer

SUBJECT: Warren - Scappoose Project
Contract #8798
Sign Shop Drawings

Attached please find four (4) copies each of type 'C' and 'U' Sign Shop Drawings, for your approval.

9/21/79
Plans hand carried to Road Design
for approval.
E. L. S.

NOTED
ELMER SCOFIELD

PRB:aab

cc: File

RECEIVED
SEP 20 1979

NOTED
W. R. ZIRBES

8795

October 11, 1979

AGR 4

Mr. Howard Mallors
Crown Zellerbach Corporation
P. O. Box 3953
Portland, OR 97208

MISC. CONTRACTS and
AGREEMENTS No. 7090

Dear Mr. Mallors:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Lower Columbia River Highway at the Crown Zellerbach Corporation's private logging road in Scappoose, Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

September 14, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent
Easement Agreements
File 50084
Refer to: HRW-OR/X Ref: FF-27(11)

Since I have not yet received your response to my August 1 letter regarding the subject matter, I would like to pass on to you a couple of comments received from the Burlington Northern Railroad regarding the inclusion in the easement of a paragraph requiring the Highway Division to provide retaining walls should the Railroad need to utilize the property in the future for their purposes.

Burlington Northern has pointed out that the particular paragraph has been used verbatim and in several modified forms in easements with other states where Federal funds were utilized. The use of the paragraph was predicated upon past practices and has been found acceptable by other states.

They also indicate that the dollar value applied to this taking is not representative of full market value, but of approximately 80% of what they feel market value would be. Granted, their appraisal is considerably higher, but appraisals are subjective and entail a considerable amount of judgement value on the part of the appraiser.

RECEIVED
DOT DIRECTOR
SEP 17 79
REFER TO
FOR

As we have discussed the settlement of July 7, 1978, a copy of which is attached, was based on many factors; owner's appraisal, cost of litigation, etc. and was in the best interest of both the Oregon Transportation Commission and Federal Highway Administration.

Once again I request approval of Federal participation in the entire settlement.

JBB:jk
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Jack Sollis
Roger Trygstad

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT DEPARTMENT

Lobby 2
Central Building
Seattle, Washington 98104
Telephone (206) 625-6682

Oregon State Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97301

September 6, 1979

Attention: J. B. Boyd, Right-of-Way Manager
Your reference Warren to Scappoose Section, Columbia River Highway, Columbia County, Right-of-Way File 50084.

Gentlemen:

Reference your letter of June 29, 1979, relative to an easement in favor of the State of Oregon covering the State's use of a portion of our right-of-way at Scappoose and Warren, Oregon.

As we indicated in our letter of June 11, 1979, we had circulated your request for local review. It was felt at that time, as now, that as the easement document by its language restricts our future use of the right-of-way to a manner that is "not inconsistent" with easement granted, Paragraph III should be retained. The subject paragraph has been used verbatim and in several modified forms in easements with other states where Federal participating funds were used. My point being that the inclusion of this particular paragraph in this easement was predicated upon past practices and established safeguards that have been in use for years. If there is a significant likelihood that some heavy construction would be required to permit both railroad and highway use in the future, then I think it is important to dispose of the question of who pays and such promises not be lost.

The dollar value applied to this taking, in fact, is not representative of full market but of approximately 80% of what we feel full market would be, market value being defined as the price the property would bring on the open market with a willing buyer and a willing seller, neither of which are being forced to buy or sell. Replacing the easement with a permit would not be appropriate as our permits are typically for an indefinite period of time and are billed and reevaluated at 5 year intervals.

Hopefully, this will further clarify our position concerning Paragraph III and our determination value.

Sincerely,

R. P. Stafford
Real Estate Representative

File: RE 1771 Scappoose to Warren, Oregon

cc: Mr. Roger D. Trygstad, Railroad Utility Engineer

RECEIVED
SEP 11 1979
RR & UTILITY UNIT

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 7, 1978
Salem, Oregon

FROM: J. B. Boyd
Right of Way Manager

TO: Files

SUBJECT: Settlement
Burlington-Northern Railroad
File #40084
Warren-Scappoose Section
Lower Columbia River Highway

I discussed the proposed settlement with the Burlington-Northern Railroad in the amount of $31,045+ for permanent easements and $615 for temporary easements on the above subject file with Mr. Glenn Jackson, Chairman, Oregon Transportation Commission. The file is complicated by our review appraisal of $9810. The railroad is indicating that before a permit of entry will be granted we must agree to a fee value of the permanent encroachments based on $3,120 per acre. Some question has arisen as to the appraised value of the land as our first appraisal indicated a cost of $3500 an acre. A subsequent study of comparable sales indicated a changed value of $2000 per acre. The first appraisal was based on a lesser interest which indicated both appraisals being approximately the same dollar value.

Several reasons were related to Mr. Jackson as to why this settlement would be accepted:

1. Time Frame of the Contract: The contract funds are those about to expire in October requiring we let this contract in August or the early part of September.

2. Condemnation: We are unable to condemn the railroad on this throughway except through a PUC proceedings and then requesting the Federal Government to exercise their right of eminent domain. This would be both time consuming and costly.

3. The fee values are reasonable and within an area of judgment depending on the comparable sales utilized. There is a distinct question as to whether the Railroad should not receive values approximating fee ownership because we are utilizing the surface of their land in such a way as to make their enjoyment of the land difficult.

4. Cost to Cure: If in analyzing the project the railroad would request cost-to-cure valuation the difficulties for instance in double-tracking would surely exceed the $31,000 which they are requesting.

CONCLUSION: I recommended to Mr. Jackson that this settlement be accepted based on the above reasoning and he agreed that this was obviously the best way to proceed. Mr. Trygstad was requested to proceed with negotiations with the Railroad and documentation that would approve the settlement figure.

JBB:lb

cc: Glenn Jackson
Roger Trygstad

RECEIVED
JUL 10 1978
RR & UTILITY UNIT

8748

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 7, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: CROWN ZELLERBACH TRAFFIC SIGNAL AGREEMENT SCAPPOOSE

TO: D. H. MOEHRING
Project Management

Please accept my apologies for the flap I created with my earlier letter about the advance billing to Crown Zellerbach for the cost of the traffic signal in Scappoose. What happened was that Crown Zellerbach's vice president, who was asked to sign the agreement, misunderstood it to be a billing for their share of the work. Howard Mellors, my contact at Crown Z, is very apologetic about the whole thing and wishes to express his concern for any internal problems he has created for us. I feel equally bad about it and want your people to know that they are completely innocent. Sorry about that.

ELH/cr
cc Jon Rose

PROJECT MANAGEMENT BRANCH
ASST ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 10 1979
REFERRED TO _____
FOR M
FILE: PM FA LG.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 30, 1979

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: HIGHWAY DIVISION/CROWN ZELLERBACH AGREEMENT
SCAPPOOSE TRAFFIC SIGNAL

TO: D. H. MOEHRING
Project Management

For some time now Howard Mellors, Engineer for Crown Zellerbach Corporation, and I have been negotiating an agreement for the construction and operation of a traffic signal on Crown Z's private logging road crossing of the Columbia River Highway in Scappoose. These negotiations culminated in an agreement which I recently sent to Crown Z for their management to authorize. It calls for them to contribute $31,000 towards the cost of the installation, which is estimated at half of the total cost. This agreement became necessary when the FHWA declined to participate in remodeling this signal, which is being done as part of the Warren-Scappoose project. Due to the fact that the need for Crown Z to participate in this work came too late for their current budget, it was agreed that their contribution would become due by the end of April, 1980.

Mr. Mellors has just informed me that at the same time that he had forwarded this agreement to Crown Z's top management for their approval, they received a billing from the Highway Division for the $31,000. Since the agreement clearly states that this is not due until nine months from now, receipt of the bill raised some basic questions at Crown Z's management level regarding the credibility of the agreement and, unfortunately, the credibility of the Highway Division. I explained to Mr. Mellors that this was a mistake, that we intended to live up to the agreement (which, incidentally, hasn't been signed yet) and that we don't expect Crown Z to make the payment until it is due next April. I bring this to your attention because there seems to be some problem with the system that causes billings such as this to be initiated. I believe the agreement will be signed by Crown Z but this error on our part hasn't helped that approval process.

Discussed with Marion Craft & Mellors. A misunderstanding. All OK. DHM

ELH/cr
cc Howard Mellors
1500 SW 1st
Portland 97201

221-7000 - Mellors
229-5002 - Geibel
229-6045 - Barnhart

PROJECT MANAGEMENT BRANCH
ASHE STE
PLE RE PRE
AUG 31 1979
REFERRED TO Mainot
FOR what happened?
FILE: PM FA LG.

file 180A 2W

ROAD DESIGN SECTION 378-6336

Paul Burnhart
Registered Engineer, Portland

September 4, 1970

DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
Warren-Scappoose Section
Columbia River Highway
Columbia County
Contract 6798

Enclosed find three sets of approved shop drawings for the Type "A" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Weinbarth's office for shop inspection of the signs, and one set sent to Traffic Safety Supply Co. for fabrication of the signs.

WB:ej
Attachments

cc: C. T. Kenney
E. L. Hurit
W. G. Beard

8749

August 1, 1979

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent
Easement Agreements
File 50084
Refer to: HRW-OR/X Ref: FF-27(11)

As discussed with you recently, I have researched the history of our actions taken in obtaining railroad easements over a period of years. The fact is that as a general rule the same covenants have been contained in these agreements for these number of years. Whether or not you or I agree with the Railroad's philosophy, it is one which is relative to the overall communications and relationships between the railroads of the country and the agencies which are utilizing portions of their right-of-way. I feel the field trip which you and I participated in recently, pointed out that the railroads in some cases have some very valid arguments and the impacts that we have created are in fact a detriment to the free utilization of their property rights.

In the case in point, the project was a good one, we are in fact many places affecting the railroad's enjoyment of their property to a great degree. If in the future the railroad did want to utilize portions which we have impacted they or we must bear considerable expense because of drainage facilities, etc. The problem of our fills extending on them are minimal, but the drainage facilities are considerable. How we would negotiate this alteration in the future is subject to only speculation. Hopefully the Railroad and the Highway Division could work out a reasonable settlement equitable to both.

In summary, I believe that the settlement which I approved and presented to the State Transportation Commission is one which is valid. It enabled the project to proceed and satisfied the

Burlington Northern Railroad. The Federal Highway Administration is not a party to the continuing responsibilities of the Oregon Transportation Commission, Highway Division, relative to this agreement. I believe that the Federal Highway Administration should concur in the settlement made with the Railroad in order to accomplish this very valuable project and to assume that all the future liabilities and costs which are conditions to this agreement now belong to the Oregon Department of Transportation.

JBB:jk

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Jack Sollis
Roger Trygstad

RECEIVED
DOT DIRECTOR
AUG 3 '79
REFER TO
FOR
DIR
D/D
D/E
D/M
ATT
File

8798

July 27, 1979

William J. Keys
Attorney at Law
522 S.W. 5th Avenue
Portland, OR 97204

Dear Mr. Keys:

Thank you for your Notice of July 24, 1979, on behalf of Western Concrete Pumping, Inc., informing us that their claim in the amount of $350.25 has been paid in full.

You state this is in reference to the Babler Bros. Construction, Inc., Contract No. 8798, the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

NOTED ON CARD
7-27-79
dda

N O T I C E

TO: Oregon State Highway Division, Salem, Oregon;
Raymond A. Phelps, Jr., Office of Secretary of State, State of Oregon,141 State Capitol, Salem, Oregon (Filing Number 5368)
Babler Bros., Inc., Lloyd Babler, Jr. Registered Agent, 4617 S. E. Milwaukie Avenue, Portland, Oregon 97202
Ross Bros. Construction, Inc., 3501 Brooklake Road North, Salem, Oregon 97303

Re: State Contract No. 8798
County: Columbia
Highway: Columbia River
Section: Warren-Scappoose
King of Work: Grade, Pave, Struc., Sign & Signals

You are hereby notified that the notice by Western Concrete Pumping, Inc., dated July 11, 1979, in regard to the above matter, which notice was filed pursuant to Or. Rev. Stat. §279.528 et seq. is hereby withdrawn. The amount claimed thereunder due by Ross Bros. Construction, Inc. in the sum of $350.25 has been paid in full; and no claim will be filed against said bond.

Dated this 24th day of July, 1979.

William J. Keys, Attorney for
Western Concrete Pumping, Inc.

RECEIVED
JUL 25 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
G. W. HEAD

53608

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 25 1979
KINDLY REFER TO
FILE NO.
NORMA PAULUS
SECRETARY OF STATE

July 24, 1979

FILED
JUL 25 1979
NORMA PAULUS
SECRETARY OF STATE

Kissling & Keys
Attorneys at Law
522 S.W. 5th Avenue
Portland, OR 97204

Gentlemen:

This will acknowledge receipt of Western Concrete Pumping, Inc.'s claim dated July 11, 1979, for labor and equipment in the amount of $350.25 against Ross Bros. Construction, Inc., subcontractor.

This appears to be in reference to the Babler Bros., Inc., Contract No. 8798 for work on the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

The Seaboard Surety Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-17-79

CWH:dda

cc Seaboard Surety Company
1001 4th Avenue
Seattle, WA 98154

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JUL 31 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 731-0027

N O T I C E

TO: Oregon State Highway Division
Secretary of State of Oregon
Babler Bros., Inc.
Ross Bros. Construction, Inc.

Re: State Contract No. 8798
County: Columbia
Highway: Columbia River
Section: Warren-Scappoose
Kind of Work: Grade, Pave, Struc., Sign & Signals

Notice is hereby given, pursuant to Or. Rev. Stat. §279.528 et seq that the undersigned, WESTERN CONCRETE PUMPING, INC., has a claim for labor and equipment furnished (see attached invoice marked 1, included by reference herein), based upon the supplying of a concrete pumping rig and its operator, in the sum of $350.25 against ROSS BROS. CONSTRUCTION, INC., 3501 Brooklake Road N.E., Salem, Oregon 97303; a sub-contractor of Babler Bros., Inc. to be made against the bond taken from Babler Bros., Inc. for the work above referenced.

Further, pursuant to Or. Rev. Stat. §82.010 (1)(a), the amounts are to bear interest at six percent (6%) Per annum from thirty (30) days from the date of the invoice. Further, pursuant to the written contract between the parties appearing on the invoices of Western Concrete Pumping, Inc., a claim will be made for attorney's fees in the sum of $400.00 and court costs against the bond in the event that an action is instituted to collect the sums due.

DATED this 11 day of July, 1979.

WESTERN CONCRETE PUMPING, INC.

by: William A. Pastor V.P
William A. Pastor, Vice-President

RECEIVED
JUL 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
Cec Read
FOR
Info | Agree | R/D | D/R | Sign | Act | File

7-16.
cy ltr to Construction

OREGON

INVOICE

Western
CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

WASHINGTON

1

SOLD TO

Ross Brothers Construction Co.
3501 Brooklake Rd.
Salem, Oregon 97309

DATE April 16 19 79

OPERATOR Ken 20

JOB ADDRESS

North Scappose Cree
Scappose.

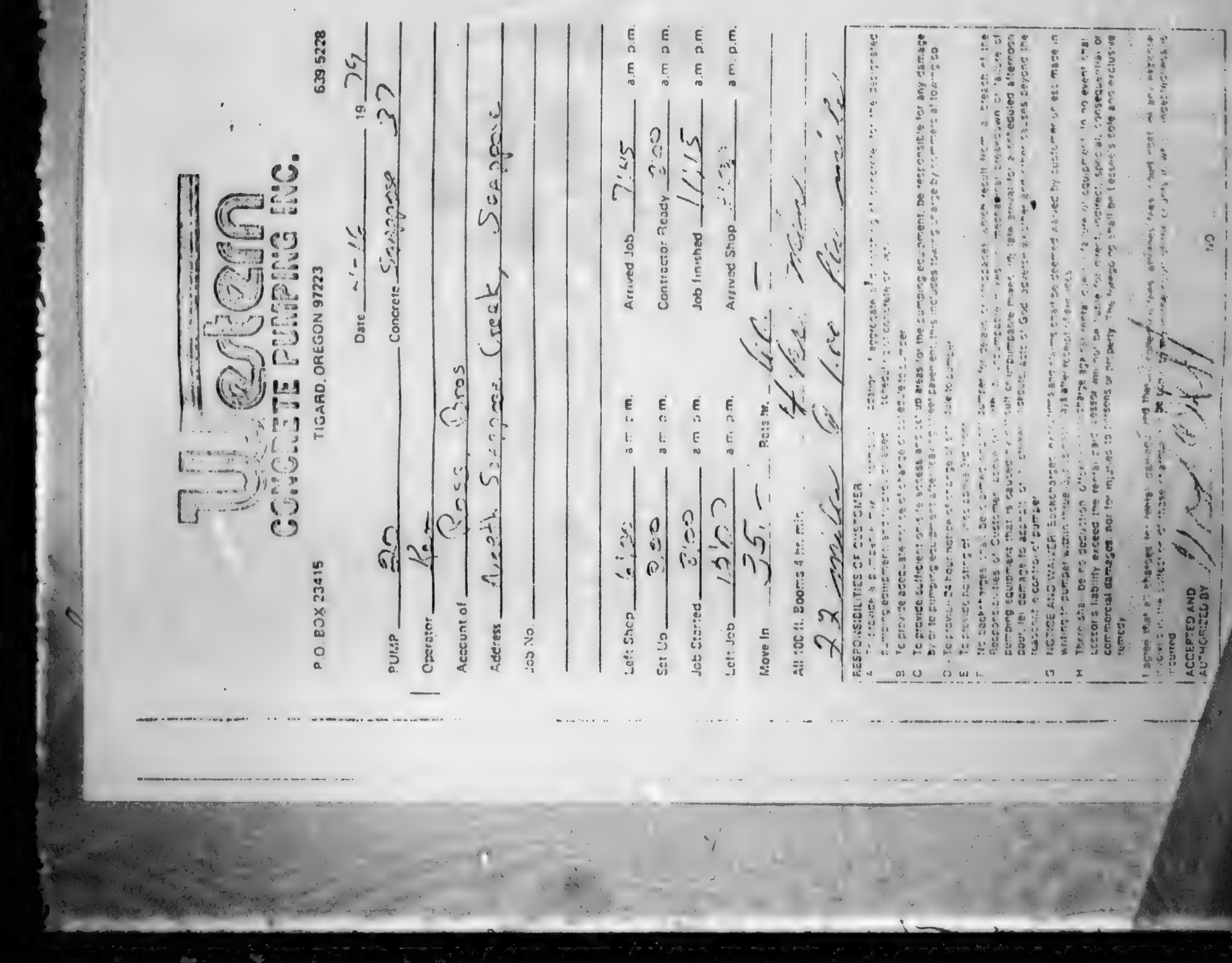
DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
4-16		4 hr min @ 60.00	240.00
		Travel	35.00
		Slurry	7.00
		37 yds @ 1.25	46.25
		22 miles @ 1.00 per mile	22.00
		TOTAL	350.25

SOLD TO
3501 Brooklake Rd.
Salem, Oregon 97309

OPERATOR Ken 20

JOB ADDRESS
North Scappose Cree
Scappose.

DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
4-16		4 hr min @ 60.00	240.00
		Travel	35.00
		Slurry	7.00
		37 yds @ 1.25	46.25
		22 miles @ 1.00 per mile	22.00
		TOTAL	350.25



5798

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 11, 1979

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: CROWN ZELLERBACH SIGNAL
L. COLUMBIA RIVER HIGHWAY
SCAPPOOSE

TO: D. H. MOEHRING
Project Management

ATTN: MAINOR HOLMES

Crown Zellerbach has reviewed the draft agreement for the installation of a traffic signal on Crown Z's private logging road on the Lower Columbia River Highway in Scappoose. Attached you will find a copy of my letter to Crown Z dated June 25, copy of their response dated July 9, and a copy of the draft agreement which we have altered somewhat. Changes that we have made to the original draft are as follows:

1) As mentioned in my letter to Crown Z, we have deleted the last sentence of the third paragraph under Recitals due to the funding arrangement agreed to between Crown Z and me.

2) I have deleted paragraph 2 under General Provisions. You will note in Crown Z's letter their confusion over the intent of this paragraph. The purpose of this language was to make clear that the subject agreement takes precedent over any previous agreements that were in effect for this logging road crossing of the highway. Upon rereading the agreement I find that paragraph 4 under Recitals says everything that needs to be said, hence the reason for deleting paragraph 2 under General Provisions. We added paragraph 3 under General Provisions at Bud George's request, which is appropriate.

As mentioned in Mr. George's comments under date of June 20, there evidently needs to be a paragraph added regarding the need for a permit when we have adopted administrative rules that cover this.

You will note a comment in Crown Zellerbach's July 9 letter about the Highway Division taking the initiative in pursuing claims against third parties who have caused damage to the traffic signal installation. I told Crown Z at the time we negotiated this agreement that even though both parties had equal ownership in maintenance responsibilities for the installation, that the Highway Division would take the initiative in pursuing third party damages. The reasoning here is that we are set up and equipped to do so with our legal staff and normally do so as a matter of course on all our own installations. I would appreciate it if you would add a paragraph in this agreement to that effect.

After the above changes are made, if you would forward to me the appropriate numbers of copies of the agreement I will have Crown Z execute them.

OK by Ed Hardt.

ELH/cr
Attachments
cc L. E. George w/attachment
Bill Geibel "
Paul Barnhart "
Ken Rolfe "

Done 7-17-79.
MCH

CrownZellerbach

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 10 1979 RSC
SO REGION I RBI
TO

July 9, 1979

Mr. Edward L. Hardt, Region Engineer
State of Oregon
Department of Transportation
Highway Division, Region I
P. O. Box 02157
Portland, Oregon 97202

Dear Ed:

Crown has reviewed the draft of the proposed agreement between Crown and the Oregon State Highway Division which you forwarded with your letter of June 25, 1979.

We have some question respecting paragraph 2 of the General Provisions. It appears to attempt to cancel all the easements we've negotiated including the one still pending. Did you really intend for this paragraph to mean what it appears to say?

Also, at our meeting on May 9, 1979, at Scappoose, you mentioned something about including in this agreement some words to the effect that the State would assume primary responsibility in defending against or prosecuting for third party liability which may result from this installation. This seems to be missing, unless included by reference to the "Provisions of State and Federal laws applicable to public contracts...etc". Would you provide an example of what you had in mind to cover this possibility.

The agreement seems quite satisfactory in all other respects. Upon receipt of the above information, Crown will proceed to have the document executed by the appropriate corporate officer.

Very truly yours,

CROWN ZELLERBACH CORPORATION

H B Mellors

H. B. Mellors, Engineer
Land & Tax Department-Northwest

HBM:bm

1500 S.W. First Avenue, Portland OR 97201

BLK
7/10

REGION I

~~BE~~ ~~RME~~ RCE OE TE
UE SO RSM RSC
RBI BE TO

June 25, 1979

Mr. Howard Mellors
Land and Tax Department
Crown Zellerbach Corporation
P. O. Box 3953
Portland, OR 97208

Dear Mr. Mellors:

Here is the draft of an agreement between Crown Zellerbach and the Oregon State Highway Division for the construction and maintenance of the traffic signal on the Lower Columbia River Highway at Crown Zellerbach's private logging road in Scappoose.

In addition to the provisions contained in the agreement, there will be one added to the effect that "...when Administrative Rules are established, there will be a permit prepared to cover this private crossing and signal installation, and it will incorporate all the terms of this agreement." The Highway Division is presently developing Administrative Rules to cover the conditions under which traffic is controlled on a private crossing of a state highway. These Administrative Rules are an in-house matter with the Highway Division and after they have been established the only affect on Crown Zellerbach will be that Crown Z will be required to take out a permit to cover the crossing. There will be no fee, nor any requirement not mentioned in this agreement.

Under paragraph 3 of the recitals in this draft agreement I have deleted the statement "When any monies are so deposited, the State shall proceed with the proposed project." since you are not expected to pay your share of the project cost until April 30 of next year.

If you find the terms of this agreement acceptable, please let me know and I will have the final document prepared for Crown Zellerbach's signature.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

Attachment
ELH/cr
bc Bill Geibel w/attach
Paul Barnhart "
Ken Bolic "

8748

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: June 20, 1979

TO: E. L. Hamit
Regional Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement Draft
US30 at CZ Private Road
Lower Columbia River Highway No. 2W
Crown Zellerbach

We have reviewed the subject draft and find that, except for a few items, it appears to cover the items and intent of your request of May 31, 1979.

The additions that we feel should be included in the final agreement are as follows:

1. That when Administrative Rules are established, there will be a permit prepared to cover this private crossing and signal installation, and it will incorporate all the terms of this agreement.

2. The State should have full jurisdiction of all timing.

3. We also believe that Paragraph 2 of the General Provisions should be clarified by stating that " . . . all existing documents . . . shall become null and void, EXCEPT this agreement . . ." ✓

This draft is being forwarded to you in draft form as you requested in your letter mentioned above.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DKH:ds
Attachment

cc: D. E. Swan, Attn: M. C. Holmes ✓

5-25
Ed Hardt to discuss with CZ.
MCH

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 21 1979
File: PM FA
TAA _____ LG OP

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-TQF-1(4)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80341

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-18
Sent to [illegible]

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-14-79	Primary 1	Primary 2W

GENERAL LOCATION:
Warren-Scappoose Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [x] OTHER (Specify) Utility Adjustment
  Pacific Northwest Bell Telephone Co.

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 31, 1979, this will confirm the advance authorization date of February 14, 1979 to proceed with the actual adjustments for the relocation of Pacific Northwest Bell Company's telephone lines. Reimbursement on an actual cost basis estimated to be $44,271 is approved. I approve the Agreement with Pacific Northwest Bell Telephone Co.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-13-79	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1748

NOTICE TO ALL INTERESTED PARTIES OF LIABILITY FOR CONSTRUCTION LIEN

TO: State of Oregon Highway Department
c/o Department of General Services
Property Division - Att: Robert C. Elgin
General Services Building

Salem, Oregon

This is to notify you as owner of the property

located on Highway 30 at Gilmore Road & S. Scappoose Creek
near Scappoose

that payment has not been received for materials delivered to said property on Arpil 16,

19 79, at the request of Ross Brothers Construction, Inc
and therefore there is a possibility that a construction lien will be filed on the property ten days from the date hereof.

Sub to Babler Bros -

It would be to your best interest either to make payment in full at this time or to verify that payment in full has in fact been made for these materials so that the filing of a construction lien will not be necessary.

#8798

OWNER

We do appreciate your patronage and hope to serve you again, and this notice is in NO WAY A REFLECTION ON THE INTEGRITY OR CREDIT STANDING OF EITHER YOURSELF OR YOUR CONTRACTOR but is necessary in the normal course of doing business.

Please do not hesitate to call on us if there is anything about this notice that you do not understand or if we can be of any further assistance to you.

Western Concrete Pumping, Inc

k

639-5228 - Lois

Mailed at Portland, Oregon On June 4 19 79

Job # 3079

RECEIVED
NOV 31 1979 G. W. HEAD
NOTED

8798

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: June 4, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Warren-Scappoose Section
Contract No. 8798
Crown Zellerbach Traffic Signal

Ed Hardt has been negotiating with Crown Zellerbach concerning the installation of a traffic signal along with some highway construction work at the Crown Zellerbach crossing on the lower Columbia River Highway near Scappoose.

Attached is a letter from Ed Hardt listing the terms of the formal agreement which needs to be prepared. We agree with these terms. Would you please have the necessary agreement prepared.

L. E. George
Traffic Engineer

Attachment
DKH:cs

cc: E. S. Hunter
E. L. Hardt
Max Klotz
Bill Geibel
Paul Barnhart
Bruce Boyd
Ken Rolfe
C. T. Keasey

229-5003

Check w/ Hofsteter about 6-13
may be handled by permit.

6-8 Go per DKH.

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☑ OPE ☐
JUN 5 1979 RP

TAA Maiuor File: PM FA LG OP

FORM 81-723 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 31, 1979

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: WARREN-SCAPPOOSE SECTION
CONTRACT NO. 8798
CROWN ZELLERBACH TRAFFIC SIGNAL

TO: L. E. GEORGE
Traffic Engineer

This is a request for your review of the terms for an agreement between the Crown Zellerbach Corporation and the Highway Division for construction and maintenance of a traffic signal for Crown Z's private logging road at Scappoose on the Lower Columbia River Highway. First, some background information and then the terms of the agreement.

Crown Z has had a traffic problem for quite some time with their left-turning pole trucks turning into their pole yard off of US30. After many attempts at a solution, it was finally agreed that we would construct an extra-wide median area to prevent the tail sweep of the trucks from encroaching on the travel lanes. This would be done as part of the highway improvement now underway. Crown Z would pay the cost of this construction at $12,175, plus an estimated $1100 for the additional right-of-way. The agreement for this work was finalized last fall.

At the time the above-mentioned work was contemplated it was understood that the revision to the traffic signal at Crown Zellerbach's road would be part of the contract work with the cost to be shared by the FHWA and Highway Division. Several months ago, after several exchanges of letters between the FHWA and the Highway Division, it was finally determined that there would be no federal participation in this signal. I was then asked to go to Crown Z and ask them to participate in the signal cost, which is approximately $47,000. I did so and after considerable discussion and negotiation have come to a tentative agreement.

We decided to look at the highway widening mentioned in my second paragraph and the traffic signal revision as one overall project for the improvement of the intersection. We decided that Crown Z and the Highway Division would share 50/50 in the first cost of the installation and the maintenance of the signal. We rounded off the figures for the cost of the signal, cost of the widening and right-of-way, and came up with a total cost of $62,000. Each party, then, will provide $31,000 towards the project. Listed below are the terms of the formal Crown Zellerbach Corporation/Oregon State Highway Division agreement which should be prepared to formalize this proposal.

NOTED
DWAYNE HOFSTETT

RECEIVED
JUN 1 1979
TRAFFIC ENGINEERING

L. E. GEORGE

1. The Crown Zellerbach Corporation will provide $31,000 towards the cost of the project. This payment will become due on April 30, 1980.

2. Crown Zellerbach will provide a permanent easement for the installation and maintenance of the signal, including the advance detectors and warning sign. (I believe this easement is being prepared per our earlier phone conversation. You might verify that.)

3. Maintenance of the traffic signal will be performed by the Highway Division and the cost thereof will be borne equally by the Corporation and the State.

4. The traffic signal will be owned jointly by the two parties. The cost of any work beyond "normal maintenance" needed in the future will be borne equally by both parties. In the event the installation is no longer needed and removed, salvage value will be shared equally by both parties.

5. This agreement supersedes any previous agreements for (1) the original traffic signal, (2) the widening of the highway, and (3) the installation of the new traffic signal.

If you find these terms acceptable, please have a draft agreement prepared for review by the Crown Zellerbach Corporation. They would prefer to review a draft before being presented with the final agreement.

ELH/cr
cc E. S. Hunter
Max Klotz
Bill Geibel
Paul Barnhart
Bruce Boyd
Ken Rolfe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 31, 1979

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: WARREN-SCAPPOOSE SECTION
CONTRACT NO. 8798
CROWN ZELLERBACH TRAFFIC SIGNAL

NOTED
E. S. HUNTER

This is a request for your review of the terms for an agreement between the Crown Zellerbach Corporation and the Highway Division for construction and maintenance of a traffic signal for Crown Z's private logging road at Scappoose on the Lower Columbia River Highway. First, some background information and then the terms of the agreement.

Crown Z has had a traffic problem for quite some time with their left-turning pole trucks turning into their pole yard off of US30. After many attempts at a solution, it was finally agreed that we would construct an extra-wide median area to prevent the tail sweep of the trucks from encroaching on the travel lanes. This would be done as part of the highway improvement now underway. Crown Z would pay the cost of this construction at $12,175, plus an estimated $1100 for the additional right-of-way. The agreement for this work was finalized last fall.

At the time the above-mentioned work was contemplated it was understood that the revision to the traffic signal at Crown Zellerbach's road would be part of the contract work with the cost to be shared by the FHWA and Highway Division. Several months ago, after several exchanges of letters between the FHWA and the Highway Division, it was finally determined that there would be no federal participation in this signal. I was then asked to go to Crown Z and ask them to participate in the signal cost, which is approximately $47,000. I did so and after considerable discussion and negotiation have come to a tentative agreement.

We decided to look at the highway widening mentioned in my second paragraph and the traffic signal revision as one overall project for the improvement of the intersection. We decided that Crown Z and the Highway Division would share 50/50 in the first cost of the installation and the maintenance of the signal. We rounded off the figures for the cost of the signal, cost of the widening and right-of-way, and came up with a total cost of $62,000. Each party, then, will provide $31,000 towards the project. Listed below are the terms of the formal Crown Zellerbach Corporation/Oregon State Highway Division agreement which should be prepared to formalize this proposal.

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Sounds good
E.S.H.

cy Hardt - George
6-5-79

1. The Crown Zellerbach Corporation will provide $31,000 towards the cost of the project. This payment will become due on April 30, 1980.

2. Crown Zellerbach will provide a permanent easement for the installation and maintenance of the signal, including the advance detectors and warning sign. (I believe this easement is being prepared per our earlier phone conversation. You might verify that.)

3. Maintenance of the traffic signal will be performed by the Highway Division and the cost thereof will be borne equally by the Corporation and the State.

4. The traffic signal will be owned jointly by the two parties. The cost of any work beyond "normal maintenance" needed in the future will be borne equally by both parties. In the event the installation is no longer needed and removed, salvage value will be shared equally by both parties.

5. This agreement supersedes any previous agreements for (1) the original traffic signal, (2) the widening of the highway, and (3) the installation of the new traffic signal.

If you find these terms acceptable, please have a draft agreement prepared for review by the Crown Zellerbach Corporation. They would prefer to review a draft before being presented with the final agreement.

ELH/cr
cc E. S. Hunter
Max Klotz
Bill Geibel
Paul Barnhart
Bruce Boyd
Ken Rolfe

ROW 18-4

May 31, 1979

NOTED
S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Telephone Facilities Relocation
Pacific Northwest Bell Telephone Co.
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project No. FF-TQF-1(4)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company facilities dated May 3, 1979, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 27, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The aerial cable in conflict is more than a mile in length--the reimbursable portion is approximately 12,000 feet long. This line was installed from Burlington to St. Helens in 1963, a distance of approximately 85,000 feet. The replacement cable is the same type and serves the same function as the existing. Since the new cable was required to keep the existing line in service during the relocation and the reimbursable portion of the line is a small part of the Burlington-St. Helens Section, the Company will receive no significant advantage from the installation of the new cable. Therefore, the State is not entitled to credit for expired service life under the provisions of Paragraph 9(1) of PPM 30-4.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

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Although the Company had not completed their detailed estimate of cost, they were notified by the State's contractor through the resident engineer that it would be necessary for them to commence their relocation to avoid conflict with the State's construction. This was discussed with your Mr. Bryant and an advance authorization date of February 14, 1979, was established.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 14, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $44,271.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/PP/seb
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright

8707

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

May 22, 1979

Mr. R. P. Stafford
Real Estate Representative
Burlington Northern Property
Management Department
Lobby 2, 810 Third Avenue
Seattle, WA 98104

Warren-Scappoose Section
Columbia River Highway
Columbia County
R/W File 50084
ODOT Agreement No. RR-944

Dear Dick:

Attached is Burlington Northern's copy of the fully executed Release of Access Document regarding the subject project.

This document was recorded on May 10, 1979, in Columbia County, Book 223, Page 807.

Thank you once again for your cooperation.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Attachment
cc: R. A. Osborne, BN
bc: G. L. Green w/copy
C. W. Head
C. T. Keasey w/copy
J. L. Sollis
J. B. Boyd
D. E. Swan w/2 copies
E. L. Hardt w/copy
Paul Barnhart w/copy
Ken Rolfe w/copy

NOTED
C. W. HEAD
25-80

Form 734-3123

8798

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

February 1, 1979

Mr. R. P. Stafford
Real Estate Representative
BN Property Management Dept.
810 Third Avenue
Lobby 2
Seattle, WA 96104

Warren-Scappoose Section
Columbia River Highway
Columbia County
Right-of-Way File 50084
ODOT Agreement No. RR-944

12-9-78

Dear Dick:

Attached are the fully executed Railroad copies of permanent and temporary easements relating to the subject project. Also attached is a voucher which should be signed and returned to me. Upon receipt of the signed voucher, I will see that a warrant in the amount of $31,660 is transmitted. Please advise as to whom this should be sent.

As soon as I receive the recording data for the permanent easement, I will send it to you.

In your November 27 letter you asked if a "Release of Access" document was required. I have been advised that we should require a release of access rights.

Thank you, Dick, for your cooperation in this project.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Attachments
cc: R. A. Osborne, B.N.
bc: G. L. Green w/copy easements
C. W. Head
C. T. Keasey w/copy easements
J. L. Sollis
J. B. Boyd
V. E. Skoog w/copy easements
D. E. Swan w/2 copies easements
E. L. Hardt w/copy easements
Paul Barnhart w/copy easements

Form 81-734 3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

November 30, 1978
Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: J. B. Boyd
Right-of-Way Manager

B U I L D I N G

SUBJECT: Easements
Warren-Scappoose Section
Columbia River Highway
Columbia County
Right-of-Way File 50084
ODOT Agreement No. [redacted]

Attached are two copies of a permanent easement and two copies of a temporary easement relating to the subject project. Mr. Sollis has reviewed and approved the easement agreements.

Would you please review the easements and if you find them satisfactory, sign all four copies. The agreements should then be forwarded to Adele Egan who will take care of recording the easements. When this has been completed, she should forward the State's copies to Cecil Head and the railroad copies to me for transmittal to the railroad.

I am also asking that Adele Egan supply me with the necessary voucher form that is to be sent to the railroad. This should be sent to me, along with the railroad's copies of the agreements.

RDT/seb
cc: C. W. Head w/copies both agreements

NOTED
C. W. HEAD

8798

STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg, Design Engineer Attn: D. O. Christensen

DATE: May 18, 1979

FROM: L. E. George, Traffic Engineer

SUBJECT: Proposed Easement
Traffic Signal Installation
Warren-Scappoose Section
Columbia River Highway
Columbia County
Contract No. 8798

It has been decided that the State should maintain the subject traffic signal installation in its entirety, including the magnetic vehicle detectors which are to be installed well back from the highway in both directions on the Crown-Zellerbach Corporation private road. This will require additional easements as shown on the attached sketch. Please initiate the acquisition of permanent easements to cover both parcels shown.

This request supersedes the one made by letter of March 15, 1979. Crown-Zellerbach Corporation has not acted on that request, which was to cover installation and maintenance of induction loop detectors only.

L. E. George
Traffic Engineer

LPD:gm
Attachment

REFERRED TO
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FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
Olson
3 Sullivan
4 weekly copy

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make use and take weekly with any additional information you be aware of.

Form FHWA 121 (Rev. 5-73)

#8798

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent Easement Agreements
File 50084

DATE: May 18, 1979

In reply refer to: HRW-OR/X Ref:
FF-27(11)

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the information provided in Right of Way Manager Boyd's letter of March 5, 1979, relative to the settlement with the railroad in the amount of $31,000. Based upon the State's review appraisal dated May 8 and 11, 1978, Federal funds will participate in our prorata share of $9,810.

A reading of the easement agreement clearly indicates that the railroad has reserved all rights to use the property for railroad purposes that are not inconsistent with the easement granted. Furthermore, the railroad has protected itself by providing that the State, at its sole cost and expense, will provide whatever construction is necessary to retain the highway and slopes on the highway side in the event that the railroad desires to utilize the easement area for railroad purposes. Under these circumstances we do not believe there is adequate justification for paying fee value and in the present case 58% above fee value.

The possibility of double track in this section appears extremely remote but if it was to take place it would seem reasonable that any second track would take advantage of the highway fill rather than constructing on the east side of the present tracks which would require more fill and the possibility of disturbing other land holders. Concerning industrial tracks to serve industrial areas, this appears limited to a very short section lying just north of Scappoose. North of highway station 1127 the area is rural residential and farm.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
OSHD (E S Hunter)
OSHD (J B Boyd)
OSHD (F Lowe)

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ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

March 5, 1979

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Mr. Glen L. Green
Division Administrator
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
E. S. HUNTE

Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent Easement
Agreements
File 50084

Dear Mr. Green:

Your February 28 letter indicates that additional justification is required for Federal participation in the total right-of-way settlement for the permanent and temporary easements on the subject project.

You cite Section III of the easement document which indicates that should the railroad company ever need a portion of the highway or slopes, the State will at its own cost and expense provide retaining walls, sheet piling, etc., to retain and confine said highway and slopes on the highway side. This clause actually has very little pertinence to this project inasmuch as the railroad is generally above the highway.

The cost to cure was the primary basis for agreeing to the $31,000 settlement. Prior to the highway project, if the railroad was to double track through this area, they would probably construct their second track on the highway side of the existing track. This is because their industrial tracks are on the other side. Moving and adjusting the industrial tracks would easily exceed $31,000. With the construction of the Warren-Scappoose Section the Burlington Northern will probably build their second track on the side away from the highway. This would be to avoid constructing inlets from their new fill to the existing drainage system. The additional cost for drainage which results from the Warren-Scappoose Section could easily exceed the $31,000 settlement.

We are positive the net effect of the imposition of the easement has a minimum value of $31,000. The cost of engineering a cost to cure analysis would be costly and non-productive. The basic premise of providing the fee value of the land as a measure of compensation is valid and should be accepted.

I request approval of Federal participation in the entire settlement.

Yours truly,

J. B. Boyd
Right-of-Way Manager

JBB/seb
bc: H. S. Coulter
E. S. Hunter
D. E. Swan
R. D. Trygstad
Frank Lowe

8798

Notice to Owner of Delivery of Materials and Supplies

TO: State of Oregon Highway Department
c/o Department of General Services
Property Division, Att:Robert C. Elgin
General Services Building
Salem, Or.

This is to advise you that the undersigned has commenced to deliver materials and supplies upon the order of Ross Brothers Construction Inc.

for use on, and to be used in the construction, alteration and repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract purchaser or lease holder.

Street Address: On Hwy. #30, at Gilmore Road & S. Scappoose Creek near Scappoose, Adjacent to Tax lots 200 & 400, Sec. 1-3, Twp. 3 N, Rge. 2 W. W.M.,

County of Columbia State of Oregon

You are further advised that a lien may be claimed for all of such materials and supplies delivered after a date which is ten days before this notice was mailed to you by certified mail or delivered to you in person. Payment by you or by your mortgage lender, if any, to the contractor ordering these materials and supplies does not remove the right of the undersigned as the party furnishing the materials and supplies to claim a lien against the above described property unless the undersigned is in fact paid. No further notice of this or any subsequent delivery of materials and supplies to you is necessary.

When you BUILD, REPAIR, OR REMODEL, the law sets up a legal claim against your property if materials furnished and labor provided are not paid for by your contractor - or by you if you are doing it yourself.

The same law demands that when your job is being done by a contractor, with materials ordered by him, material suppliers must give you, the property owner, adequate notice of materials purchased and/or delivered to your property.

A formal notice to you of the purchase of building materials by your contractor may result in a lien against your property unless this materialman's bill is paid.

When the materialman sends you a formal notice check and get evidence of payment or waivers of legal claims.

As progress payments are made to your contractor, ask for and get evidence that all material men and subcontractors are being paid or have waived their right of legal claim against your property.

This formal notice, as required by law, IS FOR YOUR PROTECTION as a property owner as well as that of the material supplier.

It is NO REFLECTION ON THE INTEGRITY OR CREDIT STANDING OF EITHER YOURSELF OR YOUR CONTRACTOR.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

Western Concrete Pumping, Inc.
BY R. Lundquist AGENT

Capital Building Dealers Service Co.
P.O. Box 13545 • Portland, Oregon 97213
Telephone: 282-4558

Mailed @ Portland, Oregon 97213 On May 3, 19 79

Job # 3079 Certified # 790642

fs

8798 4-19-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FF-TQF-1(4)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80341

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TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	4-19-79	Primary 1	Primary 2W

GENERAL LOCATION:
Warren-Scappoose Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment
Warren Water Association

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 11, 1979, I approve the Agreement with the Warren Water Association for the relocation of their facilities. Relocation will be performed by the State's contractor by extra work on an actual cost basis. Total estimated cost based on consultant's estimated cost summary is $22,259.

You are now authorized to proceed with the relocation work under the provisions of PPM-30-4 and 30-4.1.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-19-79	E. F. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1979

In Reply Refer to File No.:

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Water Facilities Relocation
Warren Water Association
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project No. FF-TQF-1(4)

NOTED
E. S. HUNTER

Attention Wallace N. Bryant

Gentlemen:

Here is a copy of a Bid Tabulation, Estimated Cost Summary and plan prepared by William I. Peterson Engineering, Inc. for the relocation of Warren Water Association's facilities in conflict with the construction of the subject project.

A certification prepared by Ted Inloes as to the Association's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Association dated July 27, 1978, was previously supplied your office.

An appropriate permit for the Utility's proposed relocation will be issued as appropriate.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves segments of facilities less than one mile in length and crossings of the project.

There is a betterment derived from the proposed adjustment of the Association's facilities and has been provided for in the attached Estimated Cost Summary. The relocation work is to be accomplished as extra work by the State's contractor. The Association will be billed for its portion of the relocation cost upon completion of the relocation work.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $22,259.

Yours truly,

D. E. Swan
Federal-Aid Engineer

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DES/seb
Attachment
cc: E. S. Hunter
Paul Barnhart
Jack M. Cartwright
Ted Inloes

Form 734-3122

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

April 10, 1979

Mr. W. W. Locke
Manager, Land & Tax
Crown Zellerbach Corporation
P. O. Box 3953
Portland, OR 97208

Dear Sir:

As a follow-up to my March 30 letter wherein I requested that the Crown Zellerbach Corporation share the cost of the traffic signal on the Lower Columbia River Highway in Scappoose, enclosed you will find a cost estimate for the installation of the signal, two sets of two drawings each showing the work, and one copy each of Public Utility Commissioner Order Nos. 40939, 43246, and 43836. This information was requested over the phone by Howard Mellors.

You will notice that this is a revised cost estimate. Since award of the contract, we have made two revisions in this installation --- 1) to accommodate the widening of the highway at the signal, which was done so that your pole trucks could safely make a left turn at this location, and 2) to change the signal operation from 2 phase semi-actuated to 2 phase full actuated. We have not negotiated these changes with the contractor as yet but our estimate for the total cost of the signal is as shown, $56,980. The item shown as "Eng. & Conting. (14½%)" is an allowance for field engineering and contingencies for contract work. We normally expect our field engineering to be about 8% of the contract cost and we allow 4½% for contingencies. The item shown as "Controller Testing" is the cost of running the traffic signal controller through our environmental laboratory in Salem for preinstallation testing.

Mr. Mellors had asked for a copy of the agreement covering the original installation of this signal. A search of our files shows no agreement or permit, merely the PUC Orders which I have attached, which indicates that the signal was installed under the order of the Public Utility Commissioner.

If you need any further data or information, please let me know.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

Enclosures
ELH/cr
bc Hal Versteeg
Bud George
Paul Barnhart

Versteeg ✓
Anderson
Christensen
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Form 81-734-3122

2771

Department of Transportation
HIGHWAY DIVISION
Region 1
P.O. BOX 02157, PORTLAND, OREGON [illegible] PHONE [illegible]

March 30, 1979

Mr. W. W. Locke
Manager, Land & Tax
Crown Zellerbach Corporation
P. O. Box 3953
Portland, OR 97208

Dear Sir:

The Oregon State Highway Division presently has a project under contract to widen the Lower Columbia River Highway (US30) between the communities of Warren and Scappoose. The improvement will consist of providing four travel lanes with shoulders and a median turning lane throughout the project. The Crown Zellerbach Corporation presently has a traffic signal on this section of highway in Scappoose for the pole yard located there. Modifications to this signal to allow for the widening of the highway will cost approximately $50,000.

Since this signal was originally installed for the use of Crown Zellerbach Corporation's equipment, and since it is maintained by the Corporation, we believe there should be a sharing of cost for the revision between the Corporation and the State. Due to the conditions of the original installation, the Federal Highway Administration has refused to participate in the modification cost. Under the circumstances, we believe a 50/50 split of the cost between the Corporation and the State would be appropriate. With your concurrence we will have an agreement prepared to this effect.

Sincerely,

Edward L. Hardt
Region Engineer

ELH/cr
bc Hal Versteeg
L. E. George
Paul Barnhart

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Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
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Form 81-734-3122

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DEPARTMENT OF JUSTICE

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Memorandum

TO: J. H. Versteeg
Road Design Engineer

DATE: March 28, 1979

FROM: Jack JLS Sollis
Assistant Attorney General & Counsel

SUBJECT: Warren-Scappoose
Columbia River Highway
Columbia County
Crown Zellerbach Traffic Signal
Private Road Crossing

NOTED
F. S. HUNTER

This signal was originally authorized by the Public Utility Commissioner when jurisdiction for private road crossings was under the PUC. In 1967 the jurisidction was transferred to the Department of Transportation. ORS 374.310 provides that the Department may adopt such rules and regulations as are necessary to carry out the terms of the legislation and the rules and regulations may with respect to private road crossings contain the following "Additional provisions for the angle of intersection, crossing at grade or other than grade, site distances, safety measures including flagmen, crossing signs and signals, reinforcement for the protection of the highway, maintenance of the crossing and for payment by the applicant of costs of any of the foregoing."

I do not know if the Department has adopted any rules or regulations under 374.310, but if they are going to collect the cost of this traffic signal from Crown Zellerbach I would suggest that they get on the stick and get a set of rules and regulations adopted at least to the extent of a temporary rule by the next Commission Meeting and carry on from there. I would suggest that the adoption of the regulations would be a cooperative effort between the Permit Section and the Traffic Engineer's office. I understand that Glen Clark has done some work on this already.

In conclusion, this is definitely not a utility matter, but is a matter that should be handled under rules and regulations adopted as specified above.

JLS:sjb

cc: Bob Hamilton
Glen Clark
Jack Cartwright

5-7-79
Hamilton says they will soon take action on this.
Don Trout

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1 Versteeg ✓
Anderson
2 Christensen
3 Olson
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Jim
D.b

RECEIVED
MAR 28 1979
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F. E. TERPIN

8798 C C 2W

HIGHWAY DIVISION 378-6558

J. B. Boyd
Right of Way Manager

March 19, 1979

J. H. Versteeg
Road Design Engineer

File 50362 - Crown Zellerbach
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization, and prints covering an easement required for traffic control facilities. This project is now under contract.

By: R
Robert R. Rounds
R/W Description Supervisor

RRR:cj
Attachments

8798

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: J. H. Versteeg, Design Engineer ATTN: D. O. Christensen

DATE: March 15, 1979

FROM: L. E. George, Traffic Engineer

SUBJECT: Revision of Traffic Signal Installation
Warren-Scappoose Section (Crown-Zellerbach Crossing)
Columbia River Highway
Columbia County

The subject traffic signal installation is in the process of being revised. Outlined in red on the attached sketch is the additional easement which will be required from Crown-Zellerbach Corporation for the purpose of extending the approach connection paving and installing additional detector loops therein.

Please initiate the acquisition of this additional permanent easement. The project is currently under construction, Contract No. 8798.

L. E. George
Traffic Engineer

LPD:ds
Attachment

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
3 Scott
Anderson

RECEIVED
MAR 15 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

COLUMBIA RIVER HIGHWAY

1-10/14 1-8/14 39

Property & Easement Line

(Bikeway)

V/2 423

V/2 423A

1" C 5

Pole No. 1

SM TC C 54 MS P/C PB/2

Sta. 1142+08 (44' Rt.)

MA/15

CROWN-ZELLERBACH CORP.

PP/1 P/J

Sta. 1142+50 (44' Rt.)

To be located in field.

EX/1

Existing Easement & Access Control Line

40' ~~25'~~

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 13, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Warren-Scappoose
Columbia River Highway
Columbia County
Crown Zellerbach Traffic Signal

TO: E. S. Hunter
Technical Services Engineer

Federal participation in the funding of the Crown Zellerbach traffic signal is a dead issue with the FHWA.

They contend that the signal should be handled as a utility and the cost of the signal is non-participating.

The signal at the intersection of the Columbia River Highway and the Crown Zellerbach haul road will be revised on the present Warren-Scappoose project currently in the contract. The cost of revising the signal is $40,000. The State will pay the contractor that amount when the signal work has been completed.

RECEIVED
STATE HWY ENGR
MAR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

There are three alternate funding possibilities:

1. Fund the $40,000 signal from State construction funds.
2. Attempt to recover the $40,000 signal cost from the Crown Zellerbach Corporation owners and operators of the private haul road.
3. Refer the question to our Legal and Utilities Sections to determine whether or not there is a means of obtaining federal participation in funding the signal.

I would recommend refering the question of participation to our Legal and Utilities Sections for resolution. If that doesn't work, I would suggest attempting to recover the $40,000 signal cost from Crown Zellerbach.

RECEIVED
TECHNICAL SERVICES
MAR 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

There does not appear to be anything to be gained by additional correspondence with the FHWA over the proposed installation.

cy Versteeg
Bud Young
3-20-79

3-19-79
Discussed at staff today - Crown creates the need for signal with private road xing and should be asked to participate in the cost. Have the contract made and use utility agreement. Signal non-participating.
cc Coulter, Eckhardt, Triggs
3-20-79 ESH

JHV:ab
Attachments

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Crown Zellerbach Traffic Signal

DATE: March 8, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

By March 2, 1979 memorandum you requested reconsideration of my decision not to provide Federal-aid funds for the Crown Zellerbach signal revision on the subject project. Your request is based on a recent meeting in which FHWA agreed upon a policy of signalizing a private access which is used by the public and located within a "T" intersection.

I have carefully reviewed this matter and I do not consider my previous decision on this project to be in conflict with the above mentioned policy. Subject intersection involves a private road and is not part of an otherwise eligible "T" intersection. Therefore, I am unable to approve Federal-aid funds to cover the cost of revising this traffic signal.

W. Green
for G. L. Green

CC:
OSHD (E S Hunter)
OSHD (L E George)

1 Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson
Trout
Do Not File
Return To
Bring Up
Action

RECEIVED
MAR 12 1979
ENGINEERING SECTION

RECEIVED
TECHNICAL SERVICES
MAR 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAR - 9 '79
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
cc Versteeg

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-13-79

FEDERAL AID PROJECT NO. FF-TQF-1(4)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80341

RECEIVED
STATE HWY ENGR
MAR 19 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

ORIG 3-19

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-1-79	Primary 1	Primary 2W

GENERAL LOCATION:
Warren-Scappoose Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment
Warren Water Association

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 2, 1979 this will confirm the advance authorization of Mr. W. N. Bryant, effective February 1, 1979, to proceed with the actual engineering services for Warren Water Association at a TEC of $4,000 - Federal Funds limited to $3,524. Since the utility is not adequately staffed to perform this work with its own forces, the contract method is satisfactory providing the appropriate Civil Rights clauses are included.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-79	G. K. Hoffman	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

March 5, 1979

RECEIVED
STATE HWY ENGR
MAR - 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Mr. Glen L. Green
Division Administrator
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent Easement
Agreements
File 50084

Dear Mr. Green:

Your February 28 letter indicates that additional justification is required for Federal participation in the total right-of-way settlement for the permanent and temporary easements on the subject project.

You cite Section III of the easement document which indicates that should the railroad company ever need a portion of the highway or slopes, the State will at its own cost and expense provide retaining walls, sheet piling, etc., to retain and confine said highway and slopes on the highway side. This clause actually has very little pertinence to this project inasmuch as the railroad is generally above the highway.

The cost to cure was the primary basis for agreeing to the $31,000 settlement. Prior to the highway project, if the railroad was to double track through this area, they would probably construct their second track on the highway side of the existing track. This is because their industrial tracks are on the other side. Moving and adjusting the industrial tracks would easily exceed $31,000. With the construction of the Warren-Scappoose Section the Burlington Northern will probably build their second track on the side away from the highway. This would be to avoid constructing inlets from their new fill to the existing drainage system. The additional cost for drainage which results from the Warren-Scappoose Section could easily exceed the $31,000 settlement.

We are positive the net effect of the imposition of the easement has a minimum value of $31,000. The cost of engineering a cost to cure analysis would be costly and non-productive. The basic premise of providing the fee value of the land as a measure of compensation is valid and should be accepted.

I request approval of Federal participation in the entire settlement.

Yours truly,

J. B. Boyd
Right-of-Way Manager

JBB/seb
bc: H. S. Coulter
E. S. Hunter
D. E. Swan
R. D. Trygstad
Frank Lowe

#8798

DATE: March 2, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Columbia River Highway
HFO.1-OR

In your February 7, 1979 letter, it was indicated that the revision to the Crown-Zellerbach signal is not eligible for federal-aid funding.

A meeting was recently held concerning signalization of private driveways at "T" intersections, and your office has indicated that on new signal installations involving federal funding, you are willing to participate in signalizing the private driveways. The Crown-Zellerbach crossing is similar in that it is a private road and the signal is needed at this location to provide for the safety of the public on the highway.

The large trucks utilizing the crossing take considerable amount of time to cross the highway, particularly if they have to stop at the highway. Since you have agreed to participate in the installation of signals for driveways, we are asking that you reconsider your decision not to provide federal-aid funds for the Crown-Zellerbach signal revision on the Columbia River Highway.

DKH:cs HSC:cm
bc: E. S. Hunter
L. E. George
D. H. Moehring
E. L. Hardt

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 7, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Columbia River Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

1-98

Your December 27, 1978 letter concerning the funding of Crown Zellerbach's private haul road crossing signal as a part of the subject project has been reviewed. We are unable to concur in your conclusion that the private corporation is not responsible for the cost of replacing the signal.

You indicate that ORS 374.305, which now controls such crossings, does not stipulate financial responsibility for altered or changed crossings. While this is true, the fact that the maintenance of the existing signal is the responsibility of Crown Zellerbach does, in our opinion, establish financial responsibility for the necessary revisions. Accordingly, revisions to the existing installation are not eligible for Federal-aid funding.

G. L. Green

NOTED
L. E. GEORGE

cc:
E. S. Hunter (OSHD)
L. E. George (OSHD)

RECEIVED
STATE HWY ENGR
FEB - 9'79
REFER TO Hunter
FOR
Info | Inves | R/D | R/R | Sign | Act | File
R/D ✓

RECEIVED
TECHNICAL SERVICES
FEB 12 '79
REFER TO Bud George
FOR
Info | Inves | R/D | R/R | Sign | Act | File
R/D ✓

RECEIVED
FEB 16 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

#8798

8

ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1979

In Reply Refer to File No.:

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Contract Method
Engineering Services
Warren Water Association
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project No. FF-TQF-1(4)

Dear Mr. Green:

Here is a copy of an agreement between Warren Water Association and William I. Peterson, Engineering, Inc., which provides for engineering services required by the Association to design the relocation of their facilities in conflict with this project. An estimate of cost is included. The Association is not sufficiently staffed to accomplish their own engineering.

A certification prepared by Ted Inloes as to the Association's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Association dated July 27, 1978, was previously supplied your office.

Your approval of the contract method for engineering services, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 1, 1979, under the provisions of PPM 30-4 and FHPM 6-1-2-2, is requested. Estimated cost to the State is $4,000.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/seb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

RECEIVED
TECHNICAL SERVICES
MAR 5 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

8798

ROBERT W. STRAUB
GOVERNOR

Victor Atiyeh

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1979

The Honorable Charles Hanlon
State Senator
S-218 State Capitol
Salem, Oregon 97310

NOTED
H.S. COULTER

Dear Senator Hanlon:

You recently asked me to look into a complaint from Mr. and Mrs. Ron Hein who live on Wikstrom Road in Clatsop County.

I am enclosing a report from our Region Engineer who contacted Mr. Hein and discussed the matter with him.

If you need anything further, please let me know.

Sincerely,

F. B. Klaboe
Director of Transportation

FBK:fn

Enc. (report with photos)

bc H. S. Coulter
Ed Hardt
George Bell
Bob Hamilton

RECEIVED
STATE HWY ENGR
MAR - 2'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 23, 1979

FILE:

NOTED
H. S. COULTER

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: REQUEST FROM SENATOR HANLON
RE RON HEIN, WIKSTROM ROAD

TO: SCOTT COULTER
Highway Engineer

You asked me to look into a complaint received through Senator Hanlon from a Mr. Ron Hein who lives on Wikstrom Road, which is a county road located between Scappoose and Warren and which is affected by the construction project on the Lower Columbia River Highway between those two communities.

Resident Engineer Paul Barnhart and I visited Mr. Hein at his residence on February 22 and discussed his complaint with him. The Lower Columbia River Highway at its intersection with Wikstrom Road will be lowered some six to eight feet. This, of course, will require the county road to be lowered to meet the intersection. Last fall, in an attempt to get as much excavated material as possible for backfilling operations, the contractor made the excavations for the slopes of the highway and Wikstrom Road but left the actual lowering of both the highway and the road until this year. That had the affect of placing a 3:1 slope next to Wikstrom Road where before there had been no slope. I've attached a photograph showing this condition.

Mr. Hein feels that this has created an unsafe condition exposing a vehicle which might leave the roadway to the 3:1 slope. Mr. Barnhart's position was that the roadway and shoulder had not been altered and the side slope was no more hazardous than many other county roads in the area. Mr. Hein felt that we should post a sign stating "No Shoulders", or put some other warning devices up to indicate that there is a sloping drop off outside the shoulder.

Paul Barnhart will have some delineators installed at this location (in fact they should be in place by the time you read this) which will warn of the condition. I'm sure this will take care of Mr. Hein's concern.

ELH/cr
cc Paul Barnhart

RECEIVED
STATE HWY ENGR
FEB 28 '79
REFER TO
FIB K Inbox
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Per yr request -
Rose

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
BNR Temporary & Permanent Easement Agreements
File 50084

February 28, 1979

HNH-OR/FF-27(2)

G. L. Green, Division Administrator

R. DEY
F. S. HUNTER

Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's February 8, 1979 letter requested our approval of the temporary and permanent easement agreements between Burlington Northern Railroad and the Highway Division.

Our review indicates that the State's reviewed appraisal was $9,810 and the right of way settlement was $31,660 covering permanent easements and temporary easements. The State's justification for the settlement over the review appraisal was that the railroad would not have full utility of their land and that the road surface itself would be on the railroad's property. The justification also indicated that the cost of double-tracking would be increased because the railroad could no longer construct the second track on the highway side of the existing track.

The settlement justification requires additional support because the easement document under Section III states in part "In the event any portion of the said highway and slopes will be required by the Railway Company for any railway purposes whatsoever at any time in the future which might require disturbance of said highway or slopes, the State agrees at its sole cost and expense to provide whatever construction is deemed necessary, such as retaining walls, sheet piling, etc., to retain and confine said highway and slopes, on the highway side."

Under the circumstances Federal participation in the settlement is limited to the State's review appraisal of $9,810. If additional justification can be provided, I will be happy to review the extent of Federal participation.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

RECEIVED
TECHNICAL SERVICES
MAR 1'79
REFER TO
FOR
Info | Invest | R/D | Eval | Design | Act | File

cc:
OSHD (J B Boyd)
OSHD (D R Swan)
OSHD (H S Hunter)
OSHD (F Lowe)

February 8, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT BNRR Temporary & Permanent Easement Agreements
Warren-Scappoose Section
Project No. FF-TQF-1(4)
Columbia County

Enclosed for your approval are two copies each of the full executed temporary and permanent easement agreements between Burlington Northern Inc. and the Highway Division on the subject project. These agreements are in accordance with paragraph I of the previously approved Construction/Maintenance Agreement.

We request the return of one copy of each of the agreements approved for our files.

CL:dmc
Enc.
cc: R. Trygstad

8791

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 50369

DATE: January 3, 1979

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Swan's letter of December 20, 1978 requested authorization to proceed with acquisition of a permanent easement. We have reviewed the request and find that the easement is necessary for a left-turn lane for a private road. Therefore, we cannot authorize Federal participation in the costs of acquiring the easement.

G. L. Green

cc:
ODOT (D E Swan
ODOT (J B Boyd)
ODOT (F Lowe)

.8798 Warren–Scappoose Sec. of Columbia River Hwy. (Grade, pave, strucs, sign & signals) 1978 #3

C&Q 6439 5-8-78
6438 7-3-78

RR 944 8-22-78

8791

bc F. B. Klaboe
J. H. Versteeg (enc.)
L. E. George
C. T. Keasey "
E. L. Hardt "

December 27, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Traffic Signal
Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Your File HFO-OR

This is in regard to the funding of Crown Zellerbach's private haul road crossing signal as a part of the proposed contract on the Warren-Scappoose Section of the Lower Columbia River Highway.

The original installation was ordered by the Public Utility Commissioner on February 15, 1965 (Order No. 40939). This order did not address future responsibilities pertaining to changes in the highway cross-section requiring reconstruction of the signal. No permit, therefore, was ever issued as suggested in your letter.

The Public Utility Commissioner no longer has jurisdiction over such private grade crossings. ORS 374.305 now pertains to such crossings. In reading this statute, we find that it does not stipulate financial responsibility for altered or changed crossings. A copy is attached for your consideration.

The State is now in the process of preparing the proposed Administrative Rules regarding this. Nothing has been finalized, as there is a public hearing required which has not as yet been held.

We see nothing that would establish a financial liability on the part of the private corporation under present statutes.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachment

GLC:mac ja

APPROACH ROADS, PRIVATE CROSSINGS AND OTHER FACILITIES UPON RIGHT OF WAY

374.305 NECESSITY OF PERMISSION TO BUILD ON RIGHTS OF WAY.

(1) No person, firm or corporation may place, build or construct on the right of way of any state highway or county road, any approach road, structure, pipeline, ditch, cable or wire, or any other facility, thing or appurtenance, or substantially alter any such facility, thing or appurtenance or change the manner of using any such approach road without first obtaining written permission from the State Highway Commission with respect to state highways or the county court or board of county commissioners with respect to county roads.

(2) After written notice of not less than 10 days to the permittee and an opportunity for a hearing, the commission with respect to crossings over a state highway and the county court or board of county commissioners with respect to crossings over a county road may abolish any crossing at grade by a private road or may alter or change any private road crossing when the public safety, public convenience and the general welfare require the alternation or change.

(3) As used in ORS 374.305 to 374.330:

(a) "Approach road" includes a private road that crosses a state highway or a county road.

(b) "Private road crossing" means a privately-owned road designed for use by trucks which are prohibited by law from using state highways, county roads or other public highways.

[Amended by 1955 c.424 Sec.1; 1957 c.323 Sec.1; 1967 c.497 Sec.1]

374.307 REMOVAL OR REPAIR OF INSTALLATION CONSTRUCTED WITHOUT PERMISSION. If any person, firm or corporation builds or constructs on the right of way of any state highway or county road any approach road or any other facility, thing or appurtenance without first obtaining the written permission required by ORS 374.305, the State Highway Commission or the county court or the board of county commissioners shall, after the expiration of 30 days following the transmittal of a written notice to such person, firm or corporation, at the expense of such person, firm or corporation, remove all such installations from the right of way or reconstruct, repair or maintain any such installation in accordance with or as required by the rules and regulations. This expense may be recovered from such person, firm or corporation by the state or county in any court of competent jurisdiction. [1955 c.424 Sec.5]

374.310 RULES AND REGULATIONS; ISSUING PERMITS.

(1) The State Highway Commission with respect to state highways and the county court or board of county commissioners with respect to county roads shall adopt reasonable rules and regulations and may issue permits, not inconsistent with law, for the use of the rights of way of such highways and roads for the purposes described in ORS 374.305. However, the highway commission shall issue no permit for the construction of any approach road at a location where no rights of access exist between the highway and abutting real property.

(2) Such rules and regulations and such permits shall include such provisions, terms and conditions as in the judgment of the granting authority may be in the best interest of the public for the protection of the highway or road and the traveling public and may include, but need not be limited to:

(a) Provisions for construction of culverts under approaches, requirements as to depth of fills over culverts and requirements for drainage facilities, curbs, islands and other facilities for traffic channelization as may be deemed necessary.

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 13, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Traffic Signal

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

In your December 4 letter you satisfactorily explained the concerns expressed in our November 14 memorandum with the exception of the funding issue for necessary alterations to the existing traffic signal at Crown Zellerbach's private crossing. It is assumed that Crown Zellerbach installed this signal under a permit issued by your Department and as such must be removed or altered at their expense when requested by the Highway Department. Our participation in the cost of altering this private facility is being withheld pending a liability finding.

G. K. Hanover
for G. L. Green

RECEIVED
TECHNICAL SERVICES
DEC 14 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8798 U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-20-78

FEDERAL AID PROJECT NO.: FF-F-27(11)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-5

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-20-78	Primary 1	Primary 2W

GENERAL LOCATION:

Warren Scappoose Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☑ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-20-78 letter I approve the program change to include Appropriation Code 010 as follows:

Prefix Letters	Appn. Code		Total Cost	Federal Funds
FF	A12		$1,425,000	$1,222,620
F	010		355,000	304,590
		Total	$1,780,000	$1,527,210

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-20-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 7, 1978

FILE:

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Negotiation Procedures

TO: All Right of Way Supervisors

A recent negotiation was completed in which two basic deficiencies were observed. They are:

1. The negotiator did not believe in the reviewed appraisal. On his first contact he informally proposed a settlement on a figure which he did believe in. This is not in accordance with our operating procedures under the State's Right of Way Manual, Section 5.360.

Remedy: A negotiator must understand the review appraisal or discuss it with his supervisor and they must decide whether a discussion with the appraisal supervisor is warranted. He shall not allude to or propose an undocumented figure in his negotiations.

2. Salvage value. The salvage value utilized in the negotiation must be current.

Remedy: Any negotiator shall insure that the appraisal review, cost to cure, or salvage values are current.

Our next supervisors meeting should include any discussion necessary on these two items.

JBB:jk
cc: C. J. Mathias

8.741

December 6, 1978

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

Info
E. S. HUNTER

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48800 - Romiti
Reply to: HRW-OR

We agreed in our recent meeting that there were deficiencies to be corrected in this file.

Attached is a letter which I have written to all the Right of Way Supervisors noting the deficiencies. We will discuss the two items in our next supervisors meeting. This course of action should prevent these deficiencies from reoccurring.

JBB:jk
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
DEC 7'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

8778

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 5, 1978

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: WARREN-SCAPPOOSE SECTION
Contract 8798
West Lane Frontage Road

TO: MEMO TO THE FILE

On Thursday, November 30 resident engineer Paul Barnhart called with the information that he had been informed by the Columbia County attorney that the Highway Division had no right to the former Fisher property which is to be used for the frontage road to be built off of West Lane Road. This property was to have been traded to the Highway Division for the Beaver boat ramp in Clatskanie.

According to Paul the County attorney told him that since this land had been dedicated to the County for parkpurposes that they were not free to trade it over to the Highway Division for highway purposes.

That information, together with the problems that we have had in not having access to the DeCaro property, prompted Paul to suggest an alternative design which would not require construction of the frontage road. This plan would instead develop two public rail crossings where there are now private crossings to access the properties east of the highway in this area. It would not require either the DeCaro property or the Fisher property and would result in considerable construction cost savings.

I relayed this information to Bruce Boyd who told me late on the 30th that we should send in details of Paul's alternate plan to Mr. Versteeg for his review.

Mr Boyd called me the morning of December 4th and said that both the Public Utility Commissioner's office and the Burlington Northern Railroad were negative about developing two new public crossings of the tracks. At best we would have to go through a PUC review process which would take six to eight months before we could be assured of having these new crossings. Also, he said that they would have to be gated at a cost of $60,000. He said he didn't feel that acquiring the Fisher property would present any major problem. If necessary the Department will file condemnation proceedings on the County. He said Jack Sollis was discussing the problems relating to the park dedication with the County's attorney. He said he felt we should go ahead with the original plan.

I relayed this information to Paul Barnhart on the morning of the 4th and requested that he put his alternate plan aside, assuming that the Right-of-Way Section would produce the Fisher property for our use and that we could find a way to gain access to the DeCaro property. I called Bob Holland's office on December 4th to talk about the DeCaro property but learned that he was out of his office until December 7, so we will have to continue that discussion then.

ELH/bd/gw
cc: Bruce Boyd, Hal Versteeg, Paul Barnhart, Ken Rolfe

8711

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File #48684
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project FF-27(11)

Rental rate established on this file was in accordance with Paragraph 4 (b) of FHPM 7-4-1, and 9.135 of the Oregon Department of Transportation Right of Way Manual.

Applying the rental rates reported by our appraisers during acquisition would have resulted in a charge of $397.50. Since the term was short, occupation by the prior owner was desired by the Highway Division and a short-term rate of $350 was considered proper.

Documentation by the Region Office is attached.

JBB:lb

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

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Form 734-3122 (Rev. 7-77)

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2W

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

Mr. Jack C. Blair, Superintendent
Scappoose School District No. 1J
P. O. Box "V"
Scappoose, OR 97056

Subject: Letter of November 30, 1978
Secondary Road Approaches

Dear Mr. Blair:

I am immediately making both our Design Engineer, J. H. Versteeg, and our Region Engineer,Ed Hardt aware of your concerns.

I am sure that the construction of the Warren-Scappoose Section will alleviate much of what you brought to our attention.

We will have the Resident Engineer contact you regarding the problem.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:lb

cc: J. H. Versteeg w/attachs
Ed Hardt "
Ken Rolfe "

REFERRED TO
Beard Snodgrass
Cole Semple
Britson Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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DEC 4 - 1978
ENGINEERING SECTION

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Form 734-3122 (Rev. 7-77)

BOARD OF EDUCATION
LOREN TARBELL, CHAIRMAN
DALE JOHNSON
DONALD MOAR
YVONNE WELCH
ROBERT MCKEE
KATHI LUND
RICHARD YOUNG

Scappoose School District No. 1J

P.O. BOX "V"
SCAPPOOSE, OREGON 97056
TELEPHONE 543-6374 (AREA CODE 503)

DISTRICT OFFICE
JACK C. BLAIR
SUPERINTENDENT
CLERK
MARIAN H. HARRIS
CUSTODIAN OF FUNDS
DEPUTY CLERK

November 30, 1978

RIGHT OF WAY SECTION
RECEIVED
DEC 4 - 1978
RE ARE ARA FS CA RS
PRS AS CE OS TA FAO
ROE

Mr. J. B. Boyd
Right of Way Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Boyd:

The school board has directed me to write to you in regard to the improvement of a number of secondary road approaches (Wikstrom, Fullerton, Slavens, Berg, Church and Bennett roads) in conjunction with the current highway 30 widening project between Scappoose and Warren.

Currently, these roadways either slope toward the highway at the point of connection and/or they connect at something other than a 90° angle. Both of these conditions create some degree of hazard for school buses.

During ice and snow conditions, the sloping roadway may contribute to a vehicle sliding onto the highway into the lane of oncoming traffic. The angle at which they may connect to the highway can create the necessity for a larger than normal turning radius for the school bus which may cause the bus to cross the median line on the highway.

Hopefully, both of these problems have already been addressed in your construction plans. However, if they have not, we feel that this would be the appropriate time to correct them.

In the interest of bus safety, a secondary road approach with an elevation either equal to or slightly below that of the main highway for a minimum distance of 75 to 100 feet from the point of connection would be most desirable.

If correction of these problems has not been planned for, we would urge that provision be made to do so if at all possible.

Thank you for your consideration of these matters. Please feel free to contact me at your earliest convenience for any further elaboration on our concerns or for informing me of your department's action on these matters.

Sincerely yours,

Jack C. Blair

Jack C. Blair
Superintendent

JCB:mb
cc: Loren Tarbell, Board Chairperson

December 4, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Oregon Project FF-TQF-1(4)
Warren-Scappoose Section
Design Change
Your File HFO.1-OR

Your November 14 letter expressed concerns pertaining to the Crown Zellerbach Corporation crossing intersection and the unsignalized intersection of the Scappoose-Vernonia Road with the Lower Columbia River Highway. I find that staff is proceeding as outlined below:

The suggestion you made of providing a right-turn connection from the highway to the private road instead of the widened left-turn median currently proposed, was previous considered. Our first reaction was that the right-turn connection would be desirable. However, after investigating the matter, the plan was rejected by Crown Zellerbach and us due to the problems involved with it. These included high construction costs, right-of-way acquisition, a wet-land area and the possibility that unauthorized drivers would use it. It is planned that this matter will be discussed in detail with your Area Engineer before proceeding.

The matter of installing a signal at the Scappoose-Vernonia Road intersection, which is close to the Crown Zellerbach intersection, was investigated prior to preparation of the final plans for the Warren-Scappoose construction project. We are confident that the Scappoose-Vernonia Road intersection will operate acceptably without a traffic signal. The traffic situation has been similar for a number of years except for the widened highway and we are not aware of any serious problems. During the period from January 1, 1977 through June 30, 1978, there was only one reported accident at this intersection and it was a fixed-object type accident, which is generally not a type preventable by traffic signals.

A traffic signal warrant study made last year indicated that the traffic signal warrants were not met. A May 1977 traffic

count indicated that of the 1,206 vehicles entering the highway from the Scappoose-Vernonia Road approach, 1,132 turned right onto the highway with only 74 making a left turn. Until a need is established for a signal, we are not planning to install one.

The Crown Zellerbach crossing was initially implemented under a P.U.C. order. If the highway construction project (which we initiated) was not being done, it would not be necessary to revise the traffic signal. Therefore, it would not be appropriate to charge Crown Zellerbach for the revisions to the signal resulting from the construction project. Crown Zellerbach is required to and will pay for the signal revisions necessary to provide for trucks making left turns from the highway into the Crown Zellerbach road.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
J. H. Versteeg
C. T. Keasey
L. E. George
E. L. Hardt
H S Coulter 12-5 dtm

DKH:ds/ESH:ja

RECEIVED
NOV 24 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Johnsen, Glenn, Richards, Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 22, 1978

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: CROWN ZELLERBACH ACCESS
CITY OF SCAPPOOSE
CONTRACT NO. 8798

TO: CARROLL KEASEY
Construction Engineer

cc: L. E. GEORGE

I understand that Wally Bryant of the FHWA has questioned the construction of a widened median in the City of Scappoose to provide for left turning Crown Zellerbach pole trucks. I'll give you a rundown of the history of the negotiations which led to that proposal.

Several years ago people from Crown Zellerbach came to us and asked for help in solving a problem wherein the tail sweep of their left-turning pole trailers while swinging over the shoulder of the road was causing collisions with vehicles which were bypassing the left turning trucks by using the shoulder. Since the Warren-Scappoose project was in the offing, we decided with them to try and work out a solution within the confines of the new project.

The original idea was to provide a right turn connection from the highway to their private road which would allow the trucks to cross the highway on the traffic signal. After considerable investigation Crown Zellerbach discarded that plan because of 1) the high construction cost, 2) the considerable amount of right-of-way that they would have to acquire, 3) the potential problem of filling a wetland, and 4) our concern that vehicles other than the Crown Zellerbach trucks would try to use it, since it would be difficult to sign for it.

When the right turn solution appeared infeasible, the next idea was to widen out the median area so that the tail sweep of the trailer would occur wholely within the median. This is the plan which we ultimately settled on. Due to the fact that the contract was expedited for financing reasons, there was not time enough to incorporate this widening work in the original plans so it was our thought to add it to the contract after Crown Zellerbach had finalized it. Evidently their corporate structure is about as complex as ours because it took them several months to get final approval for the work. It should be added that they were required to pay the entire cost of the work and so they had to come up with about $15,000 plus the estimated cost of the right-of-way easement for the widening.

I understand that Mr. Bryant has also expressed some concern for the fact that adjustment of the Crown Zellerbach signal is being handled with project funds. That determination was made in Bud George's office, I believe, so you will have to look to him for that justification.

In summary, what we are doing in Scappoose for Crown Zellerbach is based on the following:

RECEIVED
NOV 28 1978
TRAFFIC ENGINEERING

1) Solving a demonstrated traffic problem which would otherwise be worsened by the fact that with the trucks turning from the standard left-turn median their tail sweep will swing into the other lanes of highway traffic, whereas before the widened highway the tail sweep occurred in the shoulder area.

2) A discussion about how to solve the problem with Ed Hunter brought out the fact that Ed had no objections if we did the work under the contract with Crown Zellerbach picking up the cost.

3) After a number of months of serious design work between Crown Zellerbach's technical people and our traffic engineers, the plan which we are now proposing was the only one which was feasible.

4) The only cost to the State will be for a double adjustment of a utility pole which I have previously discussed with Bryant Jackmond.

I hope this gives you information to answer Mr. Bryant's concerns. If you need further information, please let me know.

ELH/cr
cc Don Adams
Paul Barnhart

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 14, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project FF-TQF-1(4)
Warren - Scappoose
Design Change

FROM : G. L. Green, Division Administrator

RECEIVED DOT OPERATIONS NOV 15 '78 REFER TO Hunter FOR Info Invest R/D R/R Sign Act File

TO : Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation

During a recent field review of the subject project two problems were found which are very disconcerting to say the least. The first problem involves a design change which was being negotiated with Crown Zellerbach Corporation prior to and following approval of the PS&E documents by this office. This design change, which was never discussed with or approved by this office, consists of warping the main travel lanes of the highway in the vicinity of station 1142 in order to provide an extra wide median for left-turning pole trucks. The additional median width would, in fact, reduce the "sweep" of the poles into the adjacent travel lanes; however, based on the information available, it appears a much better and far safer solution to this problem exists. Instead of warping the main travel lanes, the pole trucks could exit the highway from the right lane, enter the private road to the south of the main highway, and proceed across the Columbia River Highway at the signalized intersection.

The other problem, which is of even greater concern, is the planned revised unsignalized intersection of the Scappoose-Vernonia Highway and the Columbia River Highway at a point immediately south (station 1144 area) of the signalized private road crossing. As presently planned, it appears impossible for the traveling public to safely enter the Columbia River Highway in a northbound direction from the Scappoose-Vernonia Highway.

NOTED L. E. GEORGE

Considering the safety of the traveling public, it is requested that these problems be studied in detail prior to proceeding with the design changes negotiated with Crown Zellerbach Corporation. Also, since this is a Federal-aid project, all major design changes such as this must be approved by this office. Furthermore, documentation indicating why the full cost of the signal work is not the responsibility of Crown Zellerbach Corporation must be submitted since it is assumed that the private road crossing existed by permit.

RECEIVED
NOV 16 1978
TRAFFIC ENGINEERING

G. L. Green

RECEIVED TECHNICAL SERVICES NOV 15 '78 REFER TO Hunter FOR Info Invest R/D R/R Sign Act File

cc:
L. E. George (ODOT)
C. T. Keasey (ODOT)

8798 C C 2W

Salem, Oregon
November 29, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

File 50369 - Holsheimer
Warren-Scappoose Sec.
Columbia River Highway
Columbia County

Attached is a description, an authorization and prints of Map 9B-13-17 covering a permanent slope easement for the subject project.

The request for this description came from Marvin McKidowney by letter dated Nov. 15, 1978 (copy attached).

Will you please contact Ed Hardt, regarding this proposed easement, before the File is processed.

By: f

Floyd O. Scott
R/W Desc. Engineer

FOS:ej
Attachments

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 29 1978
ENGINEERING SECTION

Trout

Do Not File ☐
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97202

DATE November 15, 1978

TO FLOYD SCOTT
R/W Descriptions Engineer
DOT - Salem

FROM Marvin G. McEldowney
Regional Appraiser
Milwaukie

SUBJECT File 48729
Warren-Scappoose Section
Columbia River Highway
Columbia County
Fed. Proj. #FF-27(11)

9B-13-17

Attached is a sketch prepared by Rob Cameron, Location Engineer.

Please prepare a description for a permanent slope easement for the area shown in red.

If you have any questions, please contact Rob Cameron at 238-7436.

MGM:kf

enc.

cc J.B. Boyd
R. Cameron

Scott - Prepare description and send to R/W with a note for Boyd to contact Ed Hadl prior to processing. DOB 11-22-78

Versteeg
Christensen DBL
George
Olson
Terpin
Sullivan
Scott
Angelson

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NOV 16 1978
ENGINEERING SECTION

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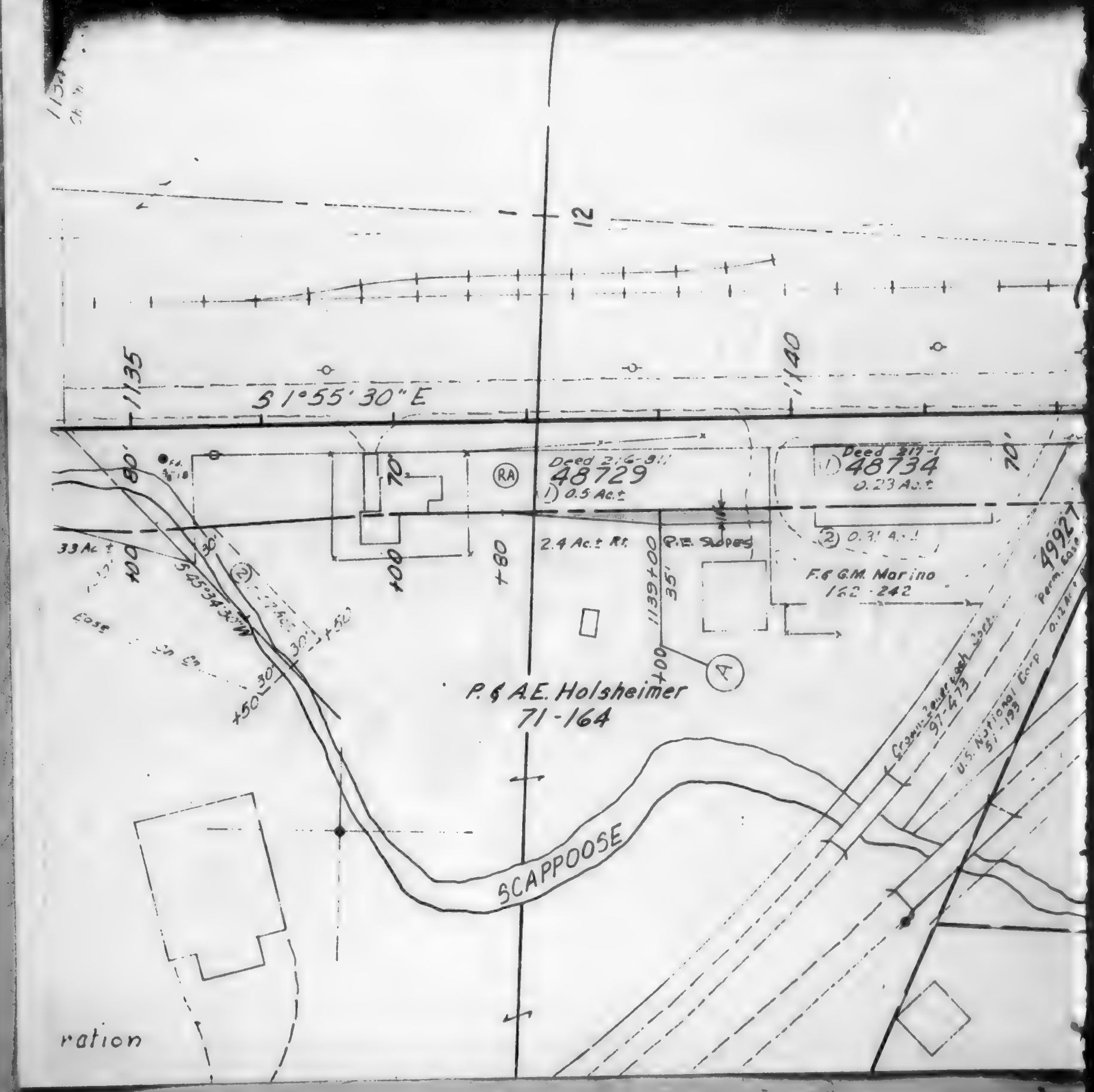
File 50369 to R/W 11-29-78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P & A.E. Holsheimer
71-164
Palmquist
164-101
Crown-Zellerbach
97-473
U.S. National Corp.
51-193
SCAPPOOSE

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 27, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48800 - Romiti

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES
DEC 1 '78
REFER TO
Boyd
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X		X	

Right of Way Manager J. B. Boyd's letter of August 30, 1978, provided additional information concerning the Romiti negotiations. Mr. Boyd's letter provided answers to four questions raised in my letter of August 7, 1978.

Regarding Item 1, we would concur that Right of Way Agent McEldowney's actions probably did not have a material effect on the final settlement. However, our review of the file would indicate that the negotiator's offer of $85,000 (review appraisal $75,000) which was made on the first negotiation contact should not have been made until an apparent difference of opinion concerning the appraised value was resolved between the Regional office and the Salem office. We do not believe this followed the State's Right of Way Manual procedures under Section 5.360. Your comments are requested as to the methods that should be followed to assure that major value differences are resolved before offers are made to property owners.

Concerning Item 4 regarding salvage values, it is indicated by Mr. Boyd's letter that salvage value of houses had remained relatively constant over the last 5 years. The improvements were sold back to the owner as a separate transaction from the right of way settlement which was concluded at an earlier date. In this regard we feel strongly that the salvage value appraisal which was made 20 months earlier should have been reanalyzed and updated to the date of sale in order to remove any question as to whether or not there should have been a greater return to Federal and State funds. It is suggested that Regional offices be advised of the necessity to update such appraisals in order to reflect present day values. Your comments are requested.

G. L. Green

cc:
ODOT (F Lowe)

8712

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-TQF-1(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80341

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-16-78	Primary 1	Primary 2W

GENERAL LOCATION:

Warren Scappoose Section

GENERAL DESCRIPTION OF WORK:

Railroad Easement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Burlington Northern Railroad Easement TEC NTE $31,045

- ☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-6-78 letter I approve the agreement with Burlington Northern, Inc. subject to right of way considerations being based on State appraisal and review appraisal. Agreement was approved by the Oregon Highway Division on 8-16-78.

NOTED
F. B. KLABOE

11-15

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8798

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8798 for work on the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
Paul Barnhart
L. E. George

K L & K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

September 1, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

Please find enclosed the contract documents which includes the executed and signed performance bond for the Warren-Scappoose Section, Columbia River Highway, Columbia County, Contract #8798 and is ready to be filed with your office.

Sincerely,

Donna Ward

Donna Ward
K L & K ASSOCIATES, INC.

/dw

Encl.

cc: Babler Bros., Inc.

RECEIVED
SEP 5 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8798

August 30, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48800 - Romiti
Reply to: HRW-OR

In your letter of August 8, you requested additional information concerning the negotiations on this file.

Before answering your questions, I think it is important to put the entire transaction in the proper perspective. This was not a normal acquisition; there were several factors which placed the negotiator in a very difficult position.

The owners of the property were an elderly couple in their 70's. Mr. Romiti had three heart attacks and Mrs. Romiti had a terminal illness and has since passed away.

The property was not typical. The taking consisted of a small grocery store, a rental house, a rental duplex, the owners' dwelling and a barn. Mr. and Mrs. Romiti have lived on the property and operated the store for over 35 years.

Because of the unusual nature of the property and lack of comparable sales, it was extremely difficult to arrive at market value for the taking. The appraisers and the reviewer all had a wide divergence of opinions.

NOTE...
S. B. KLABOE

The following information is offered in response to your specific questions:

1. The offer was raised from $74,500 to $85,000 on the first contact. This is not a normal procedure and we agree that the increase in the recommended offer was probably premature. However, because of the unusual circumstances the negotiator and the Regional Supervisor felt the action was reasonable. They felt it would be in the best interest of the owner and the State to make a settlement as rapidly as possible. We believe the negotiator's actions were in substantial compliance with the intent of Section 5.210 of the Right of Way Manual.

A more important question would be whether or not Agent McEldowney's actions had any material effect on the final settlement. The owner did not accept the recommended settlement and negotiations were eventually turned over to his attorney and a final settlement was not reached for approximately 16 months.

2. On September 13, 1976, the negotiator raised the offer from $85,000 to $90,000. In this instance the negotiator was offering to buy personal property that had not been included in the review. If the owner had accepted the recommendation, the $5,000 would have been considered as nonparticipating.

3. On September 13, 1976, there was a conversation between the owner's attorney and Agent McEldowney concerning the possibility of hiring Kolberg or Buettner to appraise the property. By taking the statement out of context you apparently have arrived at an entirely different conclusion than was intended. Mr. McEldowney is well aware of the provisions of Section 5.365 of the Right of Way Manual and there was no intent to deviate from that procedure. I think that it is important to remember that Mr. McEldowney was talking to an experienced attorney who is well informed on condemnation and appraisal procedures. Under these conditions we believe Mr. McEldowney's statement was acceptable and in compliance with our procedures.

4. The house was sold back to the owner for $5,050. This was based on a salvage value estimate that was 20 months old. We have made studies that indicate that the salvage value of houses has not increased substantially in the past 5 years.

Although real estate values have risen substantially during this period, the salvage value of houses has remained relatively constant. This is apparently due to the high cost of residential land and the rapidly increasing costs of moving and reestablishing

houses. We are enclosing a report covering a sample of sales prices which substantiates the salvage value of the house.

You have also asked for comments concerning our method of disposing of surplus property as it relates to ORS 273.201. ORS 273.201 only relates to real estate. Personal property, which includes structures sold for salvage, is not included under this Statute. There are no Oregon Statutes covering the disposal of personal property. The direct sale of the house in this manner is an acceptable procedure.

RJH:jk
attach.
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT OPERATIONS
AUG 30 '78
REFER TO
FOR
Info | Comm | Info | Ass't | Dist | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 21, 1978

FILE:

FROM: Steven Green
Property Management Specialist

SUBJECT: Salvage Value of Houses

TO: Rod Henry, Assistant
Right of Way Manager

I have examined a number of files on which we sold the improvements at public auction for removal and find that Mr. McEldowney's contention that salvage values have not risen over the past 5-7 years is correct. However, not all the files he mentioned in his memo were sold at auction. My inspection of the files reveals the following:

File No.	Square Footage	App. Value	Date of Appraisal	Sale Price	Date of Sale
46157	1,150	$22,000	6-8-71	$6,000	12-3-71
43621	1,170	19,150	3-11-70	6,700	3-5-71
45648	1,225	19,000	5-12-71	5,000	12-3-71
45734	1,005	14,250	3-26-71	4,600	9-7-71
45735	1,005	14,250	3-29-71	6,300	9-7-71
49748	1,423	46,485	11-15-77	6,900	6-22-78
47226	910	15,000	5-18-77	5,600	11-9-77
46311	1,150	14,500	7-14-71	5,050	6-15-77
49351	900	23,000	3-24-77	5,600	12-7-77
45471	1,277	18,500	4-20-71	7,000	4-21-77
45449	1,070	25,940	6-6-73	4,200	7-28-77

SG:jk

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 17, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Sec.
File 48800 - Romiti

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Attn: Mr. J. B. Boyd, Right of Way Mgr.

Relocation Supervisor Douglas J. Luth's memorandum of August 11, 1978, requests our concurrence in a proposal to base the "In Lieu" payment on the tax years 1975-1976 because of a rental loss in 1977 that was caused by the Highway Division's actions.

This rental loss was caused by a hardship move granted for his tenants which reduced the 1977 income. It is our understanding that the difference in the "In Lieu" payment is $108 greater by using the tax years 1975-76.

I concur in the State's proposal to use the tax years 1975-76 with the understanding that Mr. Romiti meets the other eligibility requirements and that the State file is adequately documented.

for G. L. Green

cc:
Mr. Douglas Luth, R/W

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Set | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 8, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Sec.
File 48800 - Romiti

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Dept. of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES
AUG 9 '78
REFER TO
Boyd

Info	Invest	R/D	D/R	Plan	Act	File
			X			

A review has been made of the State's right of way settlement of $110,850 involving a partial acquisition from the Romiti ownership. Review of the lengthy negotiations indicates this was a very difficult acquisition as it involved numerous improvements, relocation problems, appraisal differences, and a rising real estate market. Recognizing the problems faced by the State in acquiring this property, there are certain elements of the negotiation and settlement that require additional information as a basis for federal participation.

1. The State's negotiation record dated August 27, 1976, indicates the amount of the written offer was $74,500. However, on the same date the negotiator made a verbal offer of $85,000. Apparently the regional office was not in agreement with the review appraisal. We were unable to find documentation that the negotiator or Regional office followed the procedure in the State's Right of Way Manual under Sec. 5.360. Your comments are requested concerning the subject case and the methods that should be followed to assure that major value differences between negotiators and appraisers are resolved before offers are made to the property owner.

2. At a later date, when negotiating with the owner's attorney, (Sept. 13, 1976) it appears the offer was raised to $90,000 without review evidently to cover some equipment. Your comments are requested concerning this matter.

3. The negotiation record under date of Sept. 13, 1976, reveals that the owner's attorney indicated he was going to hire an appraiser, either Kolberg or Buettner. The negotiation record states in part, "..... I said if he hired one of these appraisers and was satisfied with the value, that if he would submit the appraisal to the State for the owner, the chances are very good that the State could review to that appraisal."

If, in fact, the statement in the negotiation report is correct, we are not in agreement that this is the procedure that should be followed in reviewing the owner's appraisals nor does it comply with the intent of the State's Right of Way Manual under Sec. 5.365.

4. The settlement of $110,850 included purchase of the owner's house and garage as well as a barn. Payment for the property was made on March 3, 1978. On April 18, 1978, the house, garage and barn were sold back to the previous owner for $5,050. The basis of the sale was the salvage value appraisal made August 23, 1976, which was approximately 20 months earlier. While it is perfectly proper for the owner to be offered the option of retaining his improvements at a retention value (see para. 5(g), FHPM 7-2-3), the retention value should have been updated to reflect value as of April 1978. Your comments concerning this matter are requested. In as much as the improvements were owned by the State, there is some question as to whether or not ORS 273.201 would permit sale to a private person except after competitive bids and notice calling for such bids. Your comments are requested.

As a basis for federal participation, your review and comments are requested.

G. L. Green

cc:
Mr. J. B. Boyd, R/W
Mr. F. Lowe, R/W
Acctg.

8798

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Paul Barnhart
Don Trout
SAIF
Fran
L. E. George

August 29, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the Warren-Scappoose Section of the Columbia River Highway in Columbia County for the sum of $5,573,977.25 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8798.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 11, 1978. Please refer to Section 108.13 "Right of Way and Access Delays" on page 20 under the Special Provisions.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8798

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 24, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 24 on the following projects:

1. Vineyard Rd, Naef Rd & Boardman Ave
   FAP No. SOS-0300(6)
   Clackamas County

   Grading and paving

   Four-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Warren-Scappoose
   Columbia River Highway
   Columbia County

   Grading, paving and structures

   Eight-foot shoulders to be striped and signed as a Class III bikeway.

3. Koosbay Blvd at Bayshore Drive
   FAP No. M-2661(1)
   Coos County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Little Deschutes River (Montgomery) Bridge
   FAS B 345
   Deschutes County

   Bridge repair

   Same as No. 3.

5. Cabin Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Grading

   Same as No. 3.

6. 12th St & Hall Ave (Prairie City)
   FAP OS 1202(1)
   Grant County

   Base and paving.

   Same as No. 1

7. Snabel Creek, Bologna Creek and Bone Creek Bridges
   John Day Highway
   Grant & Wheeler Counties

   Structures

   Same as No. 1.

8. Long Prairie Road-Willow Flat Road
   Mt. Hood Highway
   Hood River County

   Grading and paving

   Six- and eight-foot shoulders to be striped and signed as a Class III bikeway.

9. Rogue Valley Highway at South Stage Road
   FAP ROS-37(5)
   Jackson County

   Grading and paving

   Grading and paving incidental to removal of roadside obstacles.

   Same as No. 3.

10. Maple Lane-Hamilton Lane (Grants Pass vicinity)
Rogue Valley Highway
Josephine County

Paving

Six-foot shoulders to be signed and striped as Class III bikeway.

11. Lone Tree Bar State Park
Marion and Yamhill Counties

Paving and buildings

Bikeways will be constructed under later contracts.

12. SE Yamhill St-SE Powell Blvd
East Portland Freeway
Multnomah County

Grading, paving and structures

Intermittent sections of Class I bikeway to be constructed on this project. Bikeway will be completed under later contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8798

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

August 22, 1978

Burlington Northern Inc.
1011 N.W. Hoyt Street
Portland, Oregon 97207

Attn: Dick Osborne

RE: Construction/Maintenance Agreement
Warren-Scappoose Section
Columbia River Hwy,
Columbia County
R/W File 50084
ODOT Agreement No. RR-944

RAILROAD COMPANIES
FILE No. 944

Dear Dick:

Enclosed are the two Railroad copies of the subject agreement. They were signed on August 16, 1978, on behalf of the Department of Transportation, by Mr. J.B. Boyd, Manager of the Right-of-Way Section.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:jmn
Enclosures
bc: J.L. Greene w/copy of agreement
C.L. Head w/original of agreement
C.T. Keasey
J.L. Sollis
J.B. Boyd
V.E. Skoog w/copy of agreement
D.E. Swan 2 copies of agreement
E.L. Hardt w/copy of agreement
P. Barnhardt w/copy of agreement

9-7-78
-noted in agree. book

NOTED
C. W. HEAD

Form 81-734 3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 18, 1978

FILE:

FROM: Floyd O. Scott
R/W Description Engineer

TO: MEMORANDUM TO THE FILES

Subject: Domreis-Pearson Memo of August 11, 1978.
D. N. Harwell Memo of August 15, 1978.
re: Highway Survey Data (Warren-Scappoose Section, et al)

Comments on items listed in the Domreis-Pearson Memo:

1. Coordinates or ties will be shown on the R/W maps for all pertinent monuments.

2. Apparently a submittal of R/W prints is required at certain stages. What is required? When is it wanted? Who is it sent to? It would seem to be premature to submit too much preliminary information that might not be required, but specific data could be sent upon request, with the note that it is "subject to change".

3. Maps are prepared for filing as soon as the "As Constructed" plans and monumentation notes are received. Possibly the delay occurs between completion of the project and receipt of the final data.

4. Would be a matter of judgment as to locating and or specifically marking the pin. Wood stakes would probably not survive the period between the location survey and the contract time. (11 years for the Warren-Scappoose Section.)

5. Present instructions in Technical Bulletin 19 (Sect. 4.5.17) are quite clear. Responsibility for conforming lies with the engineer.

6. Reestablishing or referencing property corners creates the problem of determining actual property lines, which shouldn't be a responsibility of O.D.O.T. Referencing existing pins could be done if proper identification is made.

7. It doesn't seem feasible to change to simple curve alignment for R/W description purposes when construction is on spiraled alignment. The surveyors could educate themselves to the spiraled curve method.

Harwells memo listed items discussed at the August 9, 1978 meeting in Portland. Additional items were mentioned as follow:

Lack of ties to Government corners.

REFERRED TO
Board, Standard, Cole, Samp, Eriksen, 1 Warson, Hager, Dorn, Return, Discuss, Do, File Copy, BY FINAL DESIGN ENGINEER

RECEIVED
SEP 8 1978
LOCATION SECTION

NOTED G. C. WILLS

NOTED F. E. TERPIN

1 Versteeg, 2 Christensen, George, 3 Olson, 4 Terpin, Sullivan, Scott

RECEIVED
AUG 21 1978
ENGINEERING

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b. No relationship shown on map between old and new center lines.

c. The description of the center line increments contained in each individual description were too long. They wanted each center line portion to just bracket the individual property.

d. Furnish revised R/W prints to County after each revision. (See item 2 above).

e. Eliminate spiraled alignment in descriptions. (See item 7 above).

In regard to the "other items of concern" in Harwells memo:

Item a. New maps at Neer City were sent to Phil Dewey on August 11, 1978. His previous map was not the latest. If a discrepancy still exists he should inform us.

Item b. Whose responsibility to investigate?

Item c. Believe Mr. Tebeau will handle.

FOS:mg
cc: Mr. J. H. Versteeg
Mr. W. H. Tebeau
Mr. D. N. Harwell

Salem, Oregon
August 16, 1978

ORIGINAL SIGNED BY

J. H. Versteeg
Head of Engineering

Dale Allen
R. N. Bothman
C. O. Fredrickson
E. L. Hardt
W. E. Schwartz
Alfred Shirley

County assessors and county surveyors are having problems with our field ties, field surveys, lack of monumentation, lost property corners and interpreting right-of-way descriptions and right-of-way maps. Mr. Bill Tebeau has agreed to coordinate the Salem end of this problem along with liaison with the county (AOC) organizations.

It is my suggestion that these surveying and assessor problems be taken seriously and if the county surveyors or assessors in your region are having problems, try to resolve them before they get out of hand.

Attached is a copy of a memo of an August 9th surveyor-assessor-ODOT meeting for your information.

JHV:jh
cc: D. H. Moehring
Bill Tebeau

Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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AUG 16 1978
ENGINEERING SECTION

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STATE OF OREGON

INTEROFFICE MEMO

J. H. Versteeg
Attn Floyd Scott

TO: FILES

FROM: D. N. Harwell
County-City Coordinator

SUBJECT: Right-of-way Descriptions & Maps
Columbia County - Complaint

DATE: August 15, 1978

Versteeg
Christensen
George
3 Olson
Terpin
Sullivan
2 Scott
Savage

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AUG 16 1978
ENGINEERING SECTION

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On April 20, 1978, a letter from Henry Hudson, Columbia County Assessor, was sent to Adele Egan of our Right-of-Way Office, requesting additional information on the Warren-Scappoose Section of the Columbia River Highway, U.S. 30 in Columbia County.

On May 5, 1978, a telephonic response by Floyd Scott to Joe Flori, Chief Draftsman, explaining the State's practices and procedures, seemed to satisfy the County's request and it was left that if anything further was desired, they could contact us. The telephone call was thought to apparently answer the April 20 letter.

On May 9, 1978, a letter from Henry Hudson's office was directed to the Columbia County Board of Commissioners from the Assessor's Office requesting support to obtain a means to resolve problems and matters of concern in acquisition and/or relocation programs for rights-of-way.

On May 18, 1978, this matter was a topic of the workshop for the several county surveyors at the AOCES meeting in Astoria. After that meeting, I brought the correspondence and concerns of this group to the attention of the Project Management Manager, Dave Moehring, who pursued it through Mr. Boyd's (R/W) and Mr. Versteeg's (Design) offices, as well as the AOC's Executive Assistant, Mr. Penhollow.

On August 9, 1978, a meeting was held with several interested persons (list attached) to discuss the various concerns expressed in the foregoing referred to correspondence and any other matters of mutual concern of the several counties and state.

The various items of concern are listed following and Mr. Bill Tebeau agreed to act as coordinator in an attempt to correlate and update the State policies and practices to insure better and more accurate methods for handling this matter on future right-of-way takings in the various counties in Oregon by State (ODOT).

a. Inform Surveyor of State's proposed right-of-way taking or survey.
b. List of contacts in State organization for survey data.
c. File field notes, as well as maps, with county for future reference.
d. Show coordinates on DLC's or Government Section Corners or iron pins.
e. Reset destroyed monuments by reference point and proper documentation.

81-125-1387

f. Don't use iron pins for temporary control points.
g. Re-file maps with County after a major or significant change is made.
h. Use extra care in furnishing only maps with good legibility to County.
i. Reference iron pins set by month and year.

Other items of concern which will be reviewed by Mr. Tebeau and Mr. Scott will be as follows:

Sent new maps to Pat ... 8-1-78

Whose responsibility ?

a. R/W discrepancy on U.S. 30 in vicinity of Neer City (additional taking claim).
b. Monumentation and control points on U.S. 101 in vicinity of Lincoln County.
c. Determine status of USGS-FHWA program for re-establishment of corners for Oregon Coordinate Grid System.

Mr. Oliver Domreis and Mr. Charles Peason will write "Memo" of the August 9 meeti outlining the needs and desires of the AOCES to simplify the future activity in s cific instances after the State has surveyed and/or acquired new rights-of-way in area. In addition, the AOC will direct an inquiry to all County surveyors in Ore to determine what problems, if any, exist with our surveys and R/W plots and desc tions.

Mr. Bill Tebeau has suggested data being requested be directed to and through him coordination within the Department of Transportation and correlation of activities

The AOCES is currently proposing to have a session on the matter of "Right-of-Way problems" at their annual conference in Eugene on November 15 and 16 and will be contacting Mr. Tebeau in that regard.

DNH:lml
Att.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
J. H. Versteeg
D. H. Moehring
AOC (Penhollow)

Scott

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S E MORRISON STREET
PORTLAND OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

M E M O R A N D U M

To: All County Surveyors
All County Assessors

From: Oliver J. Domreis and Chuck Pearson

Subject: Surveyor - Assessor - ODOT Meeting, August 9, 1978

Date: August 11, 1978

This meeting was called to discuss the surveying and assessor problems resulting from the construction of State highways. The following concerns were discussed:

1. Lack of information concerning the relationship between the State highway right of way and found property corners and monuments.

2. The lack of survey information during the period between the initial survey and the completion of the highway project.

3. The delayed filing of State final survey maps.

4. The use of iron pins for TBMs in the vicinity of private property corners by State survey crews. The ODOT representatives indicated that they would instruct survey crews to stop the use of iron pins.

5. The lack of proper notice to the County Surveyor prior to the destruction or disturbance of government corners as required by ORS 209.

6. The destruction of private property corners as a result of State highway construction.

7. The use of spirals in the property descriptions for the purchase of right of way.

1 Versteeg ✓
Christensen
George
3 Olsen
Terpin
Sullivan
2 Scott 8
Savage

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ENGINEERING SECTION

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The following conclusions were reached:

1. Additional Map Information

ODOT indicated that they would provide additional State plane coordinates for all found monuments. In addition, they would provide field notes for the standard strip map. The maps would also provide additional coordinate ties to government corners. These changes and additional information would only apply to new surveys filed after this date.

2. Improved Communication

ODOT will develop a list of persons in each region whom should be contacted for information concerning State surveys. This list will be distributed by the Association of County Officials to all Surveyors and Assessors. In the meantime, Floyd Scott, telephone number 378-6563, can be contacted for field note and map information for current projects. Bill Tebeau, phone number 378-6563, can be contacted for State project information that is not available from other sources. In addition, County Surveyors can call 1-800-452-7813 and ask either of these people to call them back. This will enable Surveyors to contact these people in Salem without paying long distance charges.

There will be a session scheduled at the November meeting in Eugene to discuss progress in the resolution of these problems.

OJD/klw

cc: ODOT Representatives
Don Harwell
Floyd Scott
Bill Tebeau

8774

ZW

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

REFERRED TO
Beard ___ Staudenmeyer 2
Cole ___ Sample ___
Eriksen 1 Watson ZW
Hager ___ Dorn ___ Lou ___
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

August 16, 1978

David B. Williamson
Williamson & Whipple
P.O. Box 1131
Scappoose, OR 97056

Subject: Scappoose-Warren Unit
Lower Columbia River Highway

In response to your letter of August 8, I wish to advise that the Department of Transportation has met with Mayor Hickey and representatives of the city staff relative to the planned grade of the subject project.

Attending the meeting on August 15 were R.T. Ewen, Ed Hardt, Don Adams, and Paul Barnhart all of whom are closely associated with the subject project. At the meeting, I explained the intent of the plans and the details included in the plans as pertained to the proposed grade. We provided cross-sections for review and the cross-sections clearly showed that the proposed grade changes were relative and close to what was stated at prior council meetings. The proposed grade does include cuts of the roadbed by the Crown Zellerbach road and other areas, and establishes a street grade following as close as possible to the existing profile. The cross-section also showed relevance of proposed subgrade and finished grade to existing pavements and curbs.

At the conclusion of the meeting, Mayor Hickey stated that he felt as if this explanation was adequate and that the plans were not appreciably different than was previously explained at council meetings. I understood that no changes would be required in the contract plans as presented to the city.

Please advise if I can be of any more assistance in this matter.

R.T. EWEN
Field Location Engineer

js

cc: Mayor Hickey, Scappoose
R.N. Bothman, ODOT
J.H. Versteeg, ODOT ✓
E.L. Hardt, ODOT

1 Versteeg ✓
2 Christensen DW
George
Olson
Terpin
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ENGINEERING SECTION

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ROW 18-2

2W

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

August 10, 1978

Mr. J. G. Edwards
Burlington Northern Inc.
1101 N. W. Hoyt St.
P.O. Box 571
Portland, Oregon 97207

Pipe Crossing
Warren-Scappoose Section
Columbia River Hwy.
Columbia County

Dear Mr. Edwards:

On July 19, 1978, I wrote to you suggesting that Burlington Northern furnish and install a pipe on the subject project. I have since been advised by Dick Osborne that Burlington Northern would prefer to have us install the pipe. I am therefore making an application at this time for a pipeline permit. Attached you will find the necessary application. You will note several blanks in the application under pipe data. Not knowing what your requirements or specifications might be, we have left them blank with the hope that you will complete them for us.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:klw
cc: D. O. Christianson
Lyle Watson

Versteeg
I Christensen
George
Olson
Terpin
Sullivan
Scott
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AUG 11 1978
ENGINEERING SECTION

2 Trout
copy Watson

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 81-734 3123

APPLICATION FOR PIPE LINE PERMIT

BURLINGTON NORTHERN

To BURLINGTON NORTHERN INC. Date August 10, 1978

1. At what City or Village is permit desired? Warren-Scappoose Section

2. Full name and address of Applicant Oregon DOT, Highway Division; Transportation Bldg. Salem, Oregon 97310

3. If Applicant is a corporation, in what state incorporated? NIA
   If an individual, under what firm name is business conducted? NIA
   If partnership, give name of all partners NIA

4. Product to be handled in pipe line Surface Drainage

5. Pipe Data:

	CARRIER PIPE	~~CASING PIPE~~		CARRIER PIPE	CASING PIPE
a. Outside diameter			f. Actual working pressure	N/A	
b. Inside diameter	24" or larger	------	g. Type of joint	Welded joints	
c. Pipe material			h. Coating		
d. Specifications and grade			i. Method of installation	Jacking or tunneling	
e. Wall thickness			j. Will cathodic protection be provided?	No	

6. a. Depth of pipe under track (top of tie to bottom of casing) See sketch
   b. Angle of crossing 90°

7. If pipe is to be placed longitudinally with track, give
   a. location of pipe in relation to centerline of nearest track ------
   b. depth of coverage (ground line to top of pipe) ------

8. If installation is to be by jacking or boring method give location of jacking and receiving pits
   a. Depth 2.9'
   b. Distance facing wall of pit to centerline of nearest track (measured normal) 7.5'

9. Reference plans (to be forwarded with original application)
   a. Drawing Number sketch b. Prepared by D.O. T.

Applicant agrees that if installation requires any or all of the following work; removal and replacement of track, bridging, protection of track or other railway facilities by work or flagging, engineering and/or supervision; such work is to be performed by railway employes and the cost borne by Applicant. If in the opinion of the Railway Company sufficient hazard is involved the Applicant will be required to furnish liability and property damage insurance in form and amounts satisfactory to Burlington Northern.

By [signature] Roger D. Trygstad (Applicant) Railroad & Utility Engineer (Title)

RECOMMENDATIONS: (If additional space is required attach supplemental sheet)

Date _____ 19 ____

APPLICATION APPROVED:

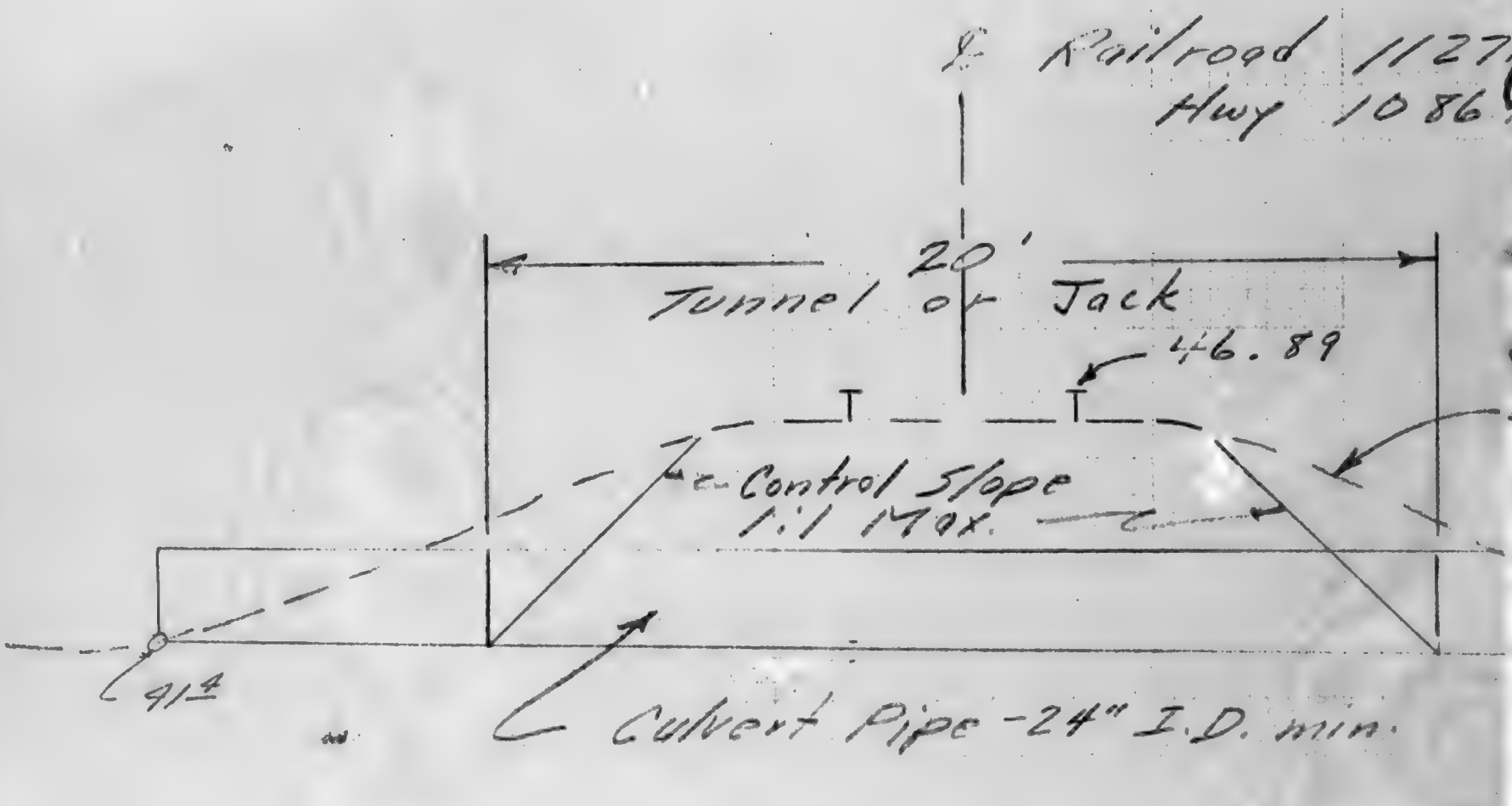
(Superintendent)

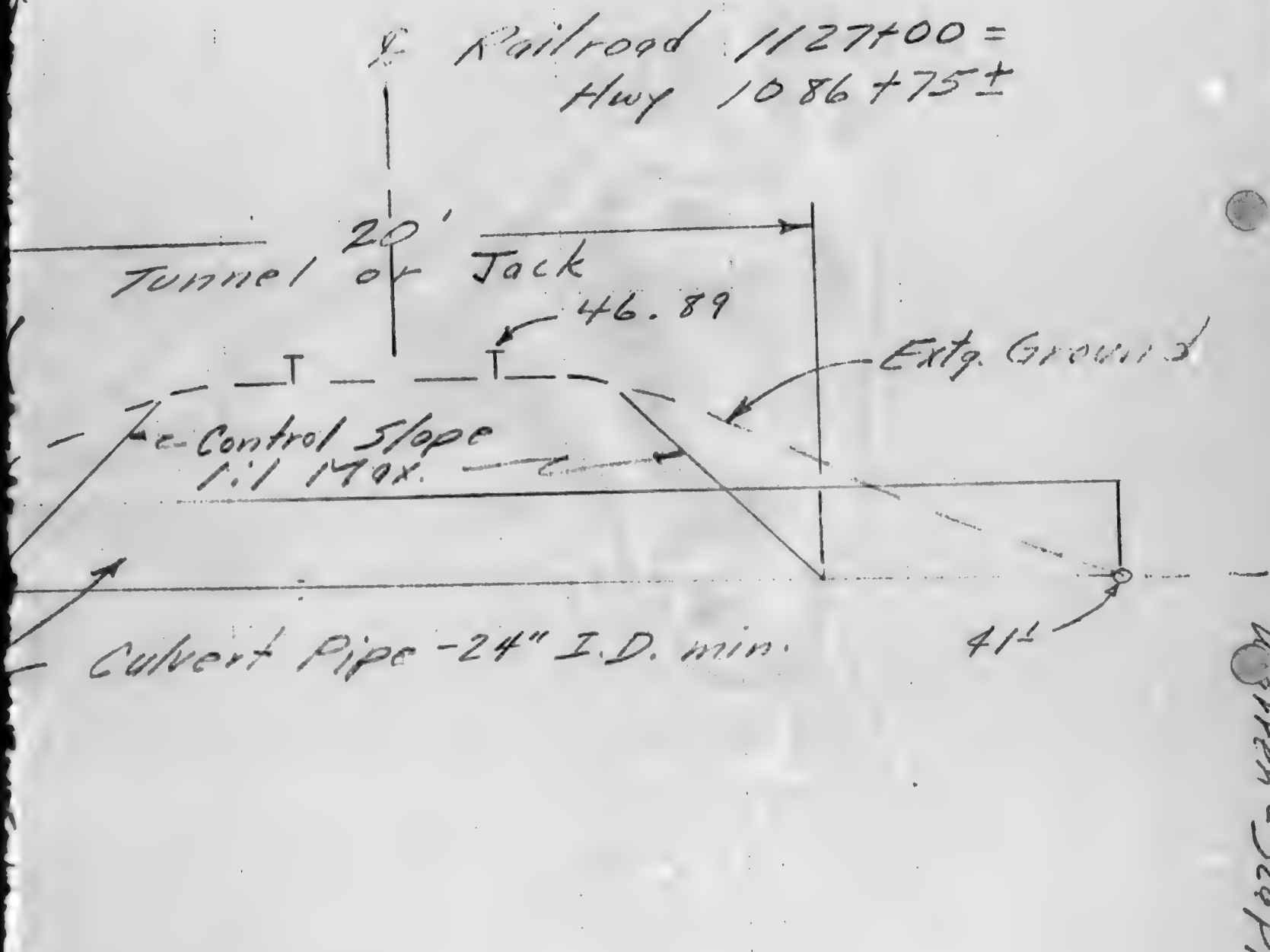
(Asst. Vice President—Operations)

(General Manager Leases)

(Regional Manager Engineering)

FORM 16002 1-73 Printed in U.S.A.


℄ Railroad 1127
Hwy 1086
20'
Tunnel or Jack
46.89
℄ Control Slope
1:1 Typ.
9 1/2
℄ Culvert Pipe - 24" I.D. min.


℄ Railroad 1127+00 =
Hwy 1086+75±
20'
Tunnel or Jack
46.89
Ext. Ground
℄ Control Slope
1:1 Typ.
Culvert Pipe - 24" I.D. min.
41±
Corten - Scalloped

8798

2

PROFESSIONAL BUILDING
240 COLUMBIA BLVD.
P. O. BOX 656
ST. HELENS, OREGON 97051
TELEPHONE: 397-2141

WILLIAMSON & WHIPPLE
ATTORNEYS AT LAW
DAVID B. WILLIAMSON
JAY W. WHIPPLE

DAVID BRIAN WILLIAMSON

WILLEMSE BUILDING
103 S. W. CASEY ST.
P. O. BOX 1131
SCAPPOOSE, ORE. 97056
TELEPHONE: 543-6949

August 8, 1978

Keasey
Jackmond
RECEIVED
AUG 14 1978
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

Department of Transportation
Highway Division
Construction Section
Transportation Building
Salem, OR 97310

Attn: Robert Ewen

Re: Scappoose-Warren project.

Dear Sirs:

I have been requested to write you about a portion of the proposed highway, particularly the section from the Scappoose Post office north to the Crown Zellerback private road.

When Mr. Ewing was present at the city council meeting to explain the proposed highway for the purpose of inducing the council to approve the placement of the highway through the center of the city, he assured all present that the grade in the above portion would not be raised. The council was concerned that this would have an adverse effect on the owners and citizens using the property west of the highway.

The agreement was accompanied with elevations along that portion indicating that the roadway was to be raised in grade over 2½ feet in portions of the area especially in the north section. The council, relying on the highway department's representative, Mr. Ewen , did not have an engineer check the elevations.

Owners of the land along the area reminded the council at its August 7, 1978, meeting of the change in grade. The council requested me to write this letter in their behalf as city attorney.

This letter is for the purpose of informing your department that the City of Scappoose expects your oral presentation to be followed and that the grade in the above section remain substantially unchanged.

Please notify the city of your decision. If the grade is to be increased, I am certain the the council will desire to review the matter.

Very truly yours,

WILLIAMSON & WHIPPLE

David B. Williamson

David B. Williamson

cc. Verstig
Terpin

Adams will handle

DBW/cf
cc to City of Scappoose
cc to R. N. Bothman, Administrator-Metropolitan Branch-5821 N.E. Glisan
Portland, OR 97213

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 3, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48684 (Frank Bartlett)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Attn: Mr. J. B. Boyd, Right of Way

A review of the subject file indicates that the property acquired from the owner is to be rented back to the owner for $350.00 a month for the period July 5, 1978, to August 24, 1978. Please advise the method of determining the rental rate as this would be considered a short term rental in accordance with para. 4 (b) of FHPM 7-4-1. The FHPM states, "If the acquiring agency permits an owner or tenant to occupy the real property acquired on a rental basis for a short term or for a period subject to termination by the agency on short notice, the amount of rent required shall not exceed the fair rental value of the property to a short term occupier."

The method of determining rental of State acquired property whether for a short term or long term period should be documented in all instances in the State's files. Please provide information concerning the subject file as a basis for federal participation.

G. L. Green

cc:
Mr. N. Flanagan, R/W
Mr. T. Lowe, R/W

RECEIVED
TECHNICAL SERVICES
REFER TO
Boyd
FOR
Info | Inves | R/D | D/A | Jdm | Det | File
X

8198 8-2-78 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-TQF-1(4)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80341

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Primary 1	Primary 2W

GENERAL LOCATION:
Warren - Scappoose Section

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, traffic signals and two structures.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

RR Protective Services	$37,000.
Temp. & Perm. Pave. Striping(SF)	11,400.
Remove Striping (SF)	1,000.
Temp. Erosion Control	25,000.
On the job Training	8,000.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,018,214 - Federal Funds $5,161,860.

A signed copy of the Title Sheet is returned herewith.

NOTED Swan memo 8-3
F. B. KLABOE

The above authorization is subject to obtaining a railroad permit of entry prior to requesting formal concurrence in award of contract.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8798 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 1, 1978

In reply refer to: HRW-OR/FF-27(11)

SUBJECT: Oregon Project FF-TQF-1(4)
Warren-Scappoose Sec.
Right of Way Clearance

FROM : G. L. Green, Division Administrator

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info | Invs. | R/D | D/R | Sign | Act | File
X

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation

NOTED
E. S. HUNTER

Federal-aid Manager D. E. Swan's memorandum of July 31, 1978, indicates it is in the public interest to receive bids on this project even though memorandums from Asst. Right of Way Manager, Rod Henry to D. H. Moehring dated July 26, 1978, indicate there are nine properties upon which the State has not obtained legal possession. Mr. Henry's memorandums indicate the State will have legal possession of these properties by August 24, 1978, which is the date of bid opening.

as soon as possible.

Files 49894 and 49928 involve business displacements and it is indicated in Mr. Henry's memorandum that it may be necessary to use legal action to obtain possession and that this can be accomplished within six weeks or by October 2, 1978. Mr. Henry's memorandum recommended appropriate provisions be included in the contract preventing the contractor from entering parcels 49928 and 49894 until October 2.

Before proceeding with the State's request that it is in the public interest to proceed, information is requested concerning Files 49894 and 49928 as to the relocation problem that exists and whether or not assistance has been offered and provided to the tenant relocatees. If legal action is required, it may be important such assistance has been offered and provided.

Concerning File 49895, it is our understanding that the right of way will encroach on a portion of the residential property. Will this encroachment cause a residential displacement and if so has the occupant been relocated to DSS housing?

Concerning File 49929 (Keith), information is requested as to whether or not the required right of way has any effect on the improvements on the remainder property or if this is an acquisition of vacant land which does not affect the remaining improvements.

Please provide the requested information so that we may take action concerning Mr. Swan's letter of July 31, 1978.

G. L. Green

cc:
Mr. J. B. Boyd, R/W
Mr. D. E. Swan, Proj. Mgt.

8778

2W

Salem, Oregon
July 28, 1978

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Draft Noise Study Report
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

The draft report has been reviewed and a marked copy returned to the author with comments for his consideration.] in Prelim. Design file

The barrier indicated for three houses between Sta. 928 and 934 could only be a wall since the roadbed slope appears to intersect at the edge of the existing frontage road. This will require setting the wall down into the cut and increase the construction height.

The wall is estimated at $48,000.

There would appear to be no adverse effects of construction of the wall.

This would be a Type 1B project.

It is interesting to note that the noise level for the "build" alternate is probably 2dBA less than the "no build", presumeably due to elimination of "forced flow" congestion.

ADO:ab

REFERRED TO
Beard, Boudonmayer, Cole, Semple, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Savage

RECEIVED
JUL 28 1978
ENGINEERING SECTION

3 Trout
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Action

Jim-copy —
O.D.

8778

2W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/24/78
Donald L. Root

8-24-78 Bid Letting _____ All Clear Deadline

SECTION WARREN-SCAPPOOSE
Highway Lower Columbia River
County Columbia Region M
Type of Work G-P-Str.-Sn Funds PFA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X	X	X	X
Negative Declaration	X				
Project Assessment		X			
Write-off Letter	X				X
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.					
Corps of Engineers		X			
Coast Guard					
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

8798

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. H. Moehring, Manager ATTN: G. W. Wimer DATE: July 19, 1978
Office of Project Management

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Agreement
Intersection Modification
Crown Zellerbach
Private Crossing
Warren-Scappoose Section
(Lower) Columbia River Highway

We recently received a proposed construction finance agreement for intersection modifications at the subject private crossing. Upon checking with Jack Sollis, he confirmed my idea, that the modifications should be incorporated into a permit, instead of a construction finance agreement.

Crown Zellerbach should make application for the changes and this should be routed to our Permit Office for processing. The new permit should include the proposed changes along with the provisions, which are still applicable from the Public Utility Commission orders. This crossing was originally covered by Public Utility Commission orders issued in 1965 and in 1967.

L. E. George
Traffic Engineer Supervisor

DKH:cs

cc: Jack Sollis
R. P. Hamilton
M. J. Klotz
E. L. Hardt
R. W. Failmezger
Jon Rose
Kenneth Rolfe

PROJECT MANAGEMENT
FILE LGE CCE FAE OM OPE
JUL 20 1978
TAA Holmes File: PM LG FA OP

81-125-1267

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: July 12, 1978

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Proposed Agreement
Intersection Modification
Crown Zellerbach
Private Crossing
Warren-Scappoose Section
Columbia County

It has been proposed that modifications be made to the Crown Zellerbach crossing of the Lower Columbia River Highway just north of the city of Scappoose. Crown Zellerbach has indicated willingness to pay the additional costs for this modification and an agreement should be prepared to cover the responsibilities of the State and Crown Zellerbach. I believe that Ken Limbocker and Ken Rolfe have discussed this with Mainor Holmes and this letter is a request that the agreement be prepared.

In general terms, the agreement should call for the corporation to pay for any signal adjustments which would not have been required were it not for the modification, pay for roadway widening and additional surfacing required and pay for additional right-of-way required. It is intended the median be widened from its presently proposed 16 feet to 28 feet and the intersection otherwise modified to accommodate log truck traffic. The State will perform preliminary engineering and do all other things necessary to accomplish the construction.

To clarify the right-of-way acquisition requirements, a map will be essential and field information may be obtained from Don Stoudenmeyer in Final Design. Bud George and Ron Failmezger are familiar with the traffic details of the intersection, Ken Rolfe has been involved in right-of-way negotiations and Ken Limbocker is familiar with the field survey. If there are questions on details, they should be contacted. Please prepare a draft agreement for discussion with Crown Zellerbach. Time is extremely short and Ken Rolfe advises that this has a priority bordering on emergency.

PROJECT MANAGEMENT
PME ☐ CCE ☐ O
LCE ☐ FAE ☐ CPI
JUL 13 1978
TAA Holmes File: PM FA
LG CP

JR/ldo

cc: M. J. Klotz
K. Rolfe
R. Failmezger

81-125-1387

5798

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 10, 1978

FILE:

NOTED
E. S. HUNTER

FROM: J. B. Boyd
Right of Way Manager

TO: Armand Riveness
Condemnation Supervisor

Tony Viducich
Title Supervisor

Adele Egan, Right of Way
Office Supervisor

Milner Mead
Appraisal Supervisor

Lou Grothaus, Metro
Right of Way Supervisor

Ken Rolfe, Region I
Right of Way Supervisor

Jim Dixon, Region II
Right of Way Supervisor

SUBJECT: Priorities
Warren-Scappoose Section
Columbia River Highway
Auth. 1-16-76 - North End
Auth. 11-15-77 - South End

Little Nestucca River-
Neskowin Section
Oregon Coast Highway
Auth. 12-9-77

Ross Island Bridge-52nd
Avenue Section
Mt. Hood Highway
Auth. 5-12-77

RECEIVED TECHNICAL SERVICES						
JUL 10 '78						
REFER TO						
FOR						
Info	Invest	R/D	D/R	Sign	Act	File

We have reached the critical point on the above subject projects. I realize that each one of you has been working above and beyond what can normally be expected in order to make the contract deadlines on the projects.

We must make the Warren-Scappoose and the Little Nestucca River-Neskowin Sections for the August 24 letting clear by July 21, both for the reason of fund cancellation and the Ross Island Bridge-52nd Avenue Section September 21 letting or earlier because of commitments. Each one of us must look at these projects as our first priority and insure that our responsibilities are not in any way affecting the target dates. I have asked each one of you to carefully review your own responsibilities and if necessary, contact me for assistance if there is confusion or you are unable to properly do your work because of a priority jam under another supervision.

I realize that again we're asked to complete work on unrealistic time frames, but we must do this in order to accomplish the goals of the Department of Transportation. I appreciate all the effort that you have expended in meeting these deadlines in the past.

JBB:jk
attach.
cc: F. B. Klaboe R. N. Bothman C. O. Fredrickson
E. S. Hunter Ed Hardt

8798

July 3, 1978

City of Scappoose
City Hall
Scappoose, OR 97056

Attention: Mrs. Virginia Sheldon
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6432

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (cong. agree. att.)

8798 ZW

FORM F-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE June 29, 1978

TO D.O. CHRISTENSEN
Final Design Section
Salem, Oregon

Kenneth L. Rolfe by kc

FROM KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

SUBJECT DEMOLITION OF IMPROVEMENTS

Warren-Scappoose Section
Columbia River Highway
Columbia County

The following is a list of files on which improvements are situated that will have to be removed by the contractor:

48684 - Warren Drive-In - Concrete block bldg. Sta. 923+50.

48789 - Kennedy - Wood frame garage. Sta. 1015+00.

48790 - Whitley - Frame dwelling and garage. Sta. 1017+00.

48793 - Erickson Ent.- Garage Sta."FU"1036+25 and house Sta. 1037+00.

48798 - Austin - Concrete block building. Sta. 1079.

48800 ~~48000~~ - Romiti - Frame duplex on Wikstrom Rd. & small house. Sta. 1084+50.

49928 - Palmquist - Concrete block & frame commercial bldg. Sta. 1145.

48746 ~~48724~~ - Moore - Commercial concrete block building. Sta. 1143+00.

49894 Langdon

7-6-78
Norm + Don
Buildings are shown on plans July

KR:kc
cc N. Flanagan

REFERRED TO

Beard Stoudenmayer DNL
Cole Sample
Eriksen Watson KW
Heger Dorn Lau
Return Discuss (Do) File Copy Due

BY FINAL DESIGN ENGINEER

Show on our plans ?
Sullivan probably needs a copy

8798

Versteeg 2W
Design

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 14, 23, 1978

TO Ken Limbocker
Design Engineer
M E T R O

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 49927-Crown Zellerbach
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a letter and design sketch from Crown Zellerbach which we discussed by telephone today.

The letter is self-explanatory, and I would only like to emphasize that Crown Zellerbach is very concerned that this connection be worked into the upcoming contract.

If any additional information is necessary, I am sure you can get it by contacting Howard Mellors at Crown Zellerbach.

KR:kf

encs.

cc H. Versteeg, Salem Design
E. Hardt, Reg. Engr.

6-23-78
Discussed with Gwen & Craft
Additional R/W would be req'd
would affect RR agreemnt
Signal redesign.
Will go to Contract without this
in plans. If to be done eventually
another or after Contract will need to
re-design signal pole locations.
Doe

Versteeg ✓
Christensen Doe
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 16 1978
ENGINEERING SECTION

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Bring Up / /
Action

CrownZellerbach

June 13, 1978

Mr. Ken Rolfe
Right-of-Way Agent
Oregon State Highway Division
Right-of-Way Unit
P.O. Box 02157
Portland, OR 97202

Dear Ken:

Understanding the time constraints upon the state's project to widen U. S. Highway 30 between Warren and Scappoose, Crown has signed and returns herewith the Real Estate Option (File 49927) in order to preclude the necessity of condemnation proceedings.

Crown is, however, still seriously concerned that the highway design does not make adequate provision for public safety in respect to tail-sweep of southbound long loads making left turns from Highway 30 onto Crown's private Columbia Forest Road.

Of the several alternative designs discussed with Ed Hart and others in the State's Highway Engineering Department, Crown believes that the "button-widening" design (as provided by drawing by R. R. Cameron, ResEng, in March 1978) comes closest to meeting minimums desired. There are two modifications which Crown believes would improve the "button-widening" intersection, and further reduce the tail-sweep and crossing hazards.

Enclosed is a reproduced portion of Mr. Cameron's preliminary drawing marked up with "A", "B", "C" and "D". The site "A" amounts to increasing the radius of the spiral curve of the northerly line of the exit-access to the railroad crossing. It is believed that widening this access to the maximum will permit exiting vehicles an easier entrance onto Highway 30 northbound; left turning long-load trucks will not have to make a full 90° left on a short radius, but can enter at a longer oblique across northbound traffic; tail-sweep towards adjacent southbound lanes will be proportionally less pronounced due to the longer left radius and oblique approach.

Site "B" modification amounts to a shortening of the left portion of the center median. The effect of this change will be to encourage an early commencement of the left turn by southbound long-load vehicles thus reducing the effective tail-sweep into the right portion of the center median; and the guide bulge on the right portion of the center median further encourages and trains an oblique long radius turn into the railroad crossing access.

1500 S.W. First Avenue, Portland OR 97201

Site "C" amounts to the 0.16 acre easement which may be necessary for additional toe of slope for the widened highway.

Site "D" is the "take" represented by the option herein.

It is requested that these changes and the "button-widening" design be incorporated into the final design approved for and constructed. Crown understands that some portion of the requested changes may involve extra expense. It is believed that the changes will be of substantial benefit to the traveling public, and therefore constitute change for the safety of the public. Crown will be quite pleased to discuss the matter apportionment of these extra costs at your convenience; and, subject to Executive Board approval, will pay its share of those costs.

Please pass the above information to the appropriate branches and/or divisions at the earliest practicable time so that the requested changes may be included in the basic construction contracts. Your assistance and cooperation in this matter have been most helpful and are greatly appreciated.

Very truly yours,

CROWN ZELLERBACH CORPORATION

H. B. Mellors, Engineer
Land & Tax Department-Northwest

HBM/bm

Encl.

CITY LIM

SEC.

Pole Yard

49974

49928

48746
0.4 Ac.±

Deed 295

50'

145'

140'

130'

70'

100'

48734
0.54 Ac.±

49927
0.005 Ac.±
Perm. Easmt.-RW

W. Oreg. Conf. of 7th Day Adv.
L & B. Moore (C.P.)
202-526

48729
① 0.5 Ac.±

2.4 Ac.± Rt.

F. & G.M. Marino
162-242

Palmquist
164-101

Crown-Zellerbach Corp.
97-473

U.S. National Corp.
57-193

P. & A.E. Holsheimer
71-164

SCAPPOOSE

B.N.R.R.

1075

+00

30'

3

6" Gas

1140

S. 1° 55' 30" E.

B

A

+80

5'

55' R.

Gas Stand Pipes

15

5'

5'

70'

.16 Acre

Additional toe of slope for "Button-widening"

1

2

16'

+00

C

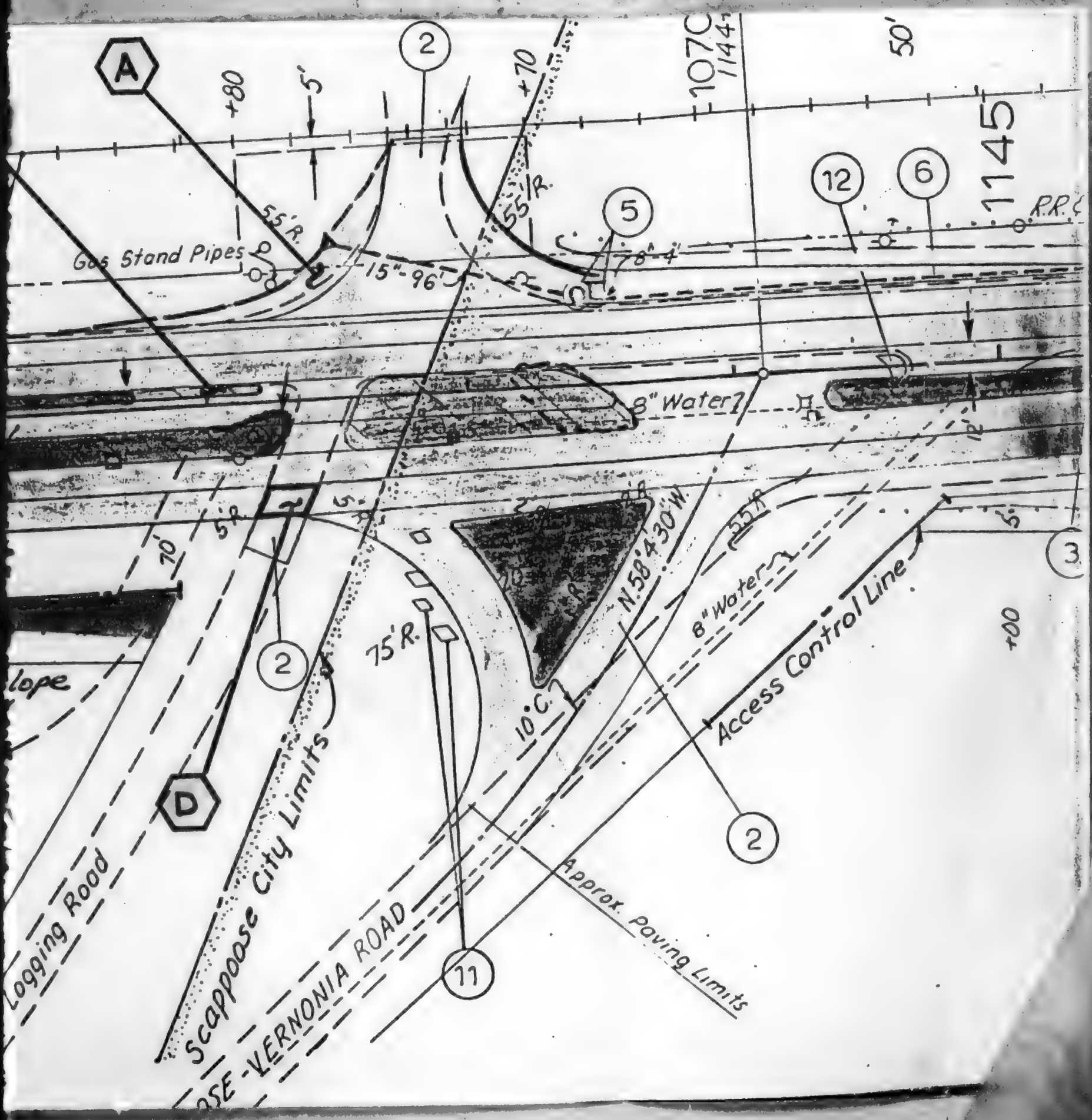
D

75'

Private Logging Road

Scappoose City Limits

SE - VERNONIA ROAD


A
+80
5'
2
+70
1070
1144
50'
1145
55' R.
55' R.
5
12
6
R.P.C
Gas Stand Pipes
15"-96"
78"-4"
8" Water
70'
5'
5'
5'
2
75' R.
N.58°4'30"W.
55' R.
8" Water
3
Access Control Line
+00
10' C.
D
Logging Road
Scappoose City Limits
2
Approx. paving Limits
VERNONIA ROAD
71

Block portion of Est Year program

Signal

Assign priority to revise, May require overtime to meet August drafting

may loose some other August Signal Job.

Need full proposal from Cameron

Additional R/W required 1194+50 Rt Ahead.
Required to taper ~~widened area~~ additional Lane back. 49928, Palmquist Condemnation 49929 Keith. 49893, Langdon Condemnation 48729 Holsheimer Deed.

R-R. encroachment Lt 1143+ for deceleration Lane.

9B-13-17

R/W report

Additional R/W obtained from Crown.

R/W ready to file on Palmquist & Langdon.

Can make revisions to R/W taking after filing will not cause delays.

8798 ZW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 6, 1978

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: WARREN-SCAPPOOSE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CAPPING WELLS

TO: HAL VERSTEEG
Head of Engineering

Attached you will find a copy of a June 1 letter from the Region Property Agent describing a problem with two dug wells on the above section. I've also attached a copy of a sketch map showing the location of these two wells. The temporary hazard has been or will be corrected by placing large blocks of concrete over the openings. For a permanent solution, our contract should carry a condition that the wells be capped according to the requirements of the State Watermaster (or whoever it is that controls such matters). Our best estimate is that the wells are about 20 feet deep.

ELH/cr
Attachment
cc Ken Rolfe
Paul Barnhart
Bill Geibel - Will Hight is taking care of the temporary solution.

Versteeg
Copy Christensen OK
George
Olson
Terpin
Copy Sullivan OK
Scott
Savage

RECEIVED
JUN 07 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE June 1, 1978

TO EDWARD L. HARDT
Region I Engineer
B U I L D I N G

FROM W.G. HIGHT
Region Property Agent
Region I - Milwaukie

SUBJECT File 48762 - Eng. Sta. 921+20R
48800 - Eng. Sta. 1083+80R
Warren-Scappoose Section
Columbia River Highway
Columbia County

I have referenced two file numbers with Engineer Stations with the intent to apprise you of the high danger area connected with each. Both are dug wells.

The first one was uncovered when the building was razed. The man who bought the building tried to cover it with boards, weighted down with bricks.

The second well is, as of now, still covered with the well house. It too however, will shortly be open because the house mover should start his work.

I asked Eshelman, Geologist if he could plug the first noted well on File 48762. Their reply was that they are too busy now and can't.

Would you please take whatever action you feel appropriate to secure these hazards.

WGH:kc

cc N. Flanagan

E.E. & M.A. Luce
61-94

First Swedish
Baptist Church
74-390

Bolieu
166-49

922 + 33.71 P.O.T.=
"CH" 922+29.98 P.O.T.

Ord. ½" I.P. (Bent)

48762
0.13 Ac.±
Hafeman
Sullenger, et al
157-169

48761
0.23 Ac.±

1.07 Ac.± Rt.
Warren Baptist Church
160-714

1st Swedish
Baptist Church
64-617

48763

0.26 Ac.± Rt.

0.01 Ac.±

48764

0.51 Ac.± Rt.

Unrecorded Contract
(A)

Sullenger, et al
175-516

48684 (1)
0.12 Ac.±

Fd. ½" I.P.

Access

48766

0.43 Ac.± Rt. J. M. Frank
153-736
165-209, 210
161-295

C.E. & S.A. Tomanko
161-463

0.71 Ac.± Lt.

48766

48767

1.78 Ac.± Lt.

48765

3.6 Ac.± Rt.

M.C. Cooper Estate

Fd. 1" I.P.

980

925

+00

+50

+80

+90

50'

30'

20'

4.78 Ac.± Rt.

S 21°11' W

1085

J.G. Hlovinka
#21920

0.94 Ac.± Lt.

1.60 Ac.±
49709

OAK

1085

1085

Dom. Romiti etal
57-522

Const. Permit
to Approach
+70

Const. Permit
to Approach
+70

Drain

150'

150'

210'

10'

Pole

Pole

Pole

8778

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-78

FEDERAL AID PROJECT NO.: RF-27(9)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-13

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5/1/78	Primary 1	Primary 2W

GENERAL LOCATION:
Warren-Scappoose Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Program Change

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's May 16, 1978 letter this will confirm the advance authorization of Mr. Paul Riedl dated 5/1/78 for the program change adding archeology salvage to the character of the proposed work and authorization to proceed. A signed copy of the agreement is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/1/78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8798

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
May 17, 1978

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File #48774
Warren- Scappoose Section
Columbia River Highway
Columbia County
Fed Project No. FF-27 (11)

TO: Ken Rolfe
R/W Region Supervisor

I am authorizing you to proceed with the cost of double-glazing the windows and the ventilating system at the Warren School for a maximum of $7500. As we discussed this morning, you should negotiate properly with a Contractor to provide these features and we will pay the contractor directly for this work. Proper estimates and contract procedures should be followed. The school, in your negotiations, should formally agree to this solution.

JBB:lb

cc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
A. Olson
Ed Hardt

RECEIVED
TECHNICAL SERVICES
MAY 18 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Ltr | Act | File

8198

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: ROBERT N. BOTHMAN
METRO Administrator

DATE: May 17, 1978

FROM: ROBERT T. EWEN
METRO Location Engineer

SUBJECT: Scappoose Waterline
Warren-Scappoose Section
Lower Columbia River Highway
Prefix: 5-1912

NOTED
E. S. HUNTER

The attached letter was presented to Mr. Rod Hickey, Mayor, and other city council members at the regular city council meeting, Tuesday night, May 16, 1978. This letter puts forth a proposal for relocation of the city waterline within the limits of the subject project.

It appeared that the letter met with unanimous approval of the council. They did elect, however, to review the letter during this coming week and to take action upon this letter next Monday night, May 22nd, at a special city council meeting. They said they would immediately advise me upon completion of their action.

I will immediately advise you upon receipt of their formal action. Please advise if further information is desired.

ja
cc: E. S. Hunter
J. B. Boyd
Attachment

RECEIVED
TECHNICAL SERVICES
MAY 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Lgn | Apt | File

81-125-1307

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

May 16, 1978

ROD HICKEY, Mayor
City of Scappoose
Scappoose, Oregon

Subject: Warren-Scappoose Section
Lower Columbia River Highway

Upon completing our review with all concerned parties relative to relocation of the eight-inch city waterline as required for construction of Warren-Scappoose section of the Lower Columbia River Highway, we offer two proposals for your consideration and action.

Under either proposal, the Department of Transportation will advance required funding, it being understood that the City of Scappoose would reimburse the department for total waterline relocation costs in five payments over a span of five years at no interest.

1. State to relocate waterline and services as required as part of highway contract work with right to reject if too expensive.
2. City to relocate waterline and services by their forces or others

ROBERT N. BOTHMAN
METRO Administrator

City of Scappoose approval for Number 1 above is evidenced by Council resolution and signature with date below

5/16/78
Date

RTE:ja

8798

9

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE May 15, 1978

TO J.B. Boyd
Right of Way Manager
DOT - Salem

NOTED
E. S. HUNTER

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Warren-Scappoose Status

CC-Hunter
HAEDT
Bathman
Information only

Attached is the current status report on the Warren-Scappoose project. Those files underlined in red are from West Lane Road (Harry West Road) north. Those files underlined in green are from West Lane Road to Scappoose City limits. Those files underlined in blue are in the Scappoose City limits. The remarks after each file indicates the last step in our process the file is in presently.

KR:kf

cc M. Mead
A. Riveness
Staff: Brindley, McEldowney, Myron, Will

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

WARREN-SCAPPOOSE STATUS
May 15, 1978

48774 - School Dist. #7. Legal letter sent. Rolfe negotiating. Getting DEQ approval for relocated septic system.

48782 - McNeely - waiting for payment so can give 30 day notice.

48789 - Kennedy - option accepted 5/2/78.

48790 - Whitley - option to Salem 5/8/78.

48793 - Erickson - Holland trying to get possession.

48794 - Fisher - legal letter refused 5/2/78.

49709 - Columbia County - option signed 5/10/78.

49710 - Hlvinka - permit of entry until April, 1979.

49711 - DeCaro - appraisal reviewed 5/4/78.

50097 - Broderick - appraisal reviewed 5/4/78.

48800 - Romiti - State in possession. Last tenant to be relocated.

49715 - Svoboda - option accepted 4/5/78.

49714 - McKay - deeds signed - waiting payment.

49713 - Landers - deed being recorded.

49716 - Pittsenbarger - option to salem 5/8/78 with possession waiver.

49717 - Mares - legal letter refused.

49718 - Fears - optioned 5/2/78.

46429 - Simmons - legal letter refused 5/5/78

49721 - Lemke - R/C in 4/14/78.

49737 - Jimmerson - Mier negotiating 5/10/78.

49891 - Columbia Wood Ind.- option accepted 3/9/78.

49738 - Riesterer - optioned 4/28/78 with possesson waiver.

49892 - Moore - optioned with possession waiver.

48734 - Marino - possession 5/22/78.

49927 - Crown Z. - Baker negotiating .

49974 - US Nat'l Corp. - legal letter refused 5/10/78.

49928 - Palmquist - revised offer made.

49929 - Keith - Rossman negotiating.

49893 - Langdon - legal letter refused 5/10/78.

49894 - Langdon - new review 5/15/78 - McEldowney negotiating.

49895 - Langdon - new review 5/4/78 - " "

50099 - Credit Union - R/C 5/2/78.

49896 - Svoboda - option accepted 5/2/78.

8798 ZW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 11, 1978

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

Estimates for alternative surfacing designs of asphaltic concrete and portland cement concrete have been reviewed and updated. The comparative estimates for surfacing only are as follows:

PCC	$4,530,000
Asphaltic Concrete	$3,510,000
Difference	$1,020,000

Based on the substantial difference in cost between the two alternatives plans will be detailed for only the asphaltic concrete surfacing design.

DOC:ab
cc: E. S. Hunter
E. L. Hardt
R. N. Bothman
G. K. Hossner, FHWA
L. K. Watson
D. Stoudenmeyer
J. Sullivan

Versteeg ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

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MAY 12 1978
ENGINEERING SECTION

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Bring Up ___/___/___
Action

OREGON STATE HIGHWAY DIVISION

Warren - Scappoose

Work Henry 8 May 78 Checked by Backchecked by

Comparitive Estimate (Surfacing Only)

4" Asph. Conc.
10" Cement Treated Base
6" Lime Treated Subgrade

$3,510,000

8" Portland Cement Concrete
7" Cement Treated Base

$4,530,000
3,510
Diff. 1,020,000

No staging costs included.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE (Comparitive)

Sheet 1 of 1 Sheets

Section Warren-Scappoose
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer _____ Date 8 May 78
Signed _____ Title _____

Grading & Drainage 4" A.C. 10" CTB 6" Lime $ _____
Surfacing $ 2,924,659
Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ —
TOTAL . . . . . $ —
+20% Engineering and Contingencies $ 584,932

Structures

_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ —
Right of Way $ —
TOTAL ESTIMATED COST . . . . . $ 3,509,591 ✓

OREGON STATE HIGHWAY DIVISION — Sh 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section Warren-Scappoose — County

Kind Of Work 4" A.C. 10" CTB 6 Lane — Length — Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Appr. Base		ton	6727	5 50	36,999
	Water		M-Gal	114	8 00	912
	CTB		ton	130,458	7 00	913,206
	Cement		ton	7175	75 00	538,125
	Asph. Seal		ton	293	130 00	38,090
	A.C. Mix		ton	53018	9 00	477,162
	Asph.		ton	3,446	83 00	286,018
	Jack		ton	20	130 00	2,600
	Lime Treated Sub.		S.Y.	259,899	0 85	220,914
	Lime		ton	2,924	75 00	219,300
			Subtotal			2,733,314
	Mobilization 7%					191,332
			Total			2,924,646

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE (Comparitive)

Sheet 1 of 2 Sheets

Section Warren - Sunset
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer Watson / Henry Date 5-14-79
Signed _____ Title _____

Grading & Drainage	8" P.C.C.	$ _____
Surfacing	7" C.T.B.	$ 3,772,188
Extra Work		
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
TOTAL EXTRA WORK		$ _____
TOTAL		$ _____
+20 % Engineering and Contingencies		$ 754,438
Structures		
_____		$ _____
_____		$ _____
_____		$ _____
_____		$ _____
TOTAL STRUCTURES		$ _____
		$ _____
Right of Way		
TOTAL ESTIMATED COST		$ 4,526,625

450 8"Drain 5.00 Fill w/Mtl 10.00 Reinf in Box 8.00

OREGON STATE HIGHWAY DIVISION — Sh 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section Warren - Scappoose — County

Kind Of Work 8" PCC 2"ACTC — Length — Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Appr. Base		Tons	7305	5.50	40,178
	Watering		M Gal	124	8.00	992
	CTB		Tons	94,562	7.00	661,934
	Cement		Tons	5,201	75.00	390,075
	Asph Seal		Tons	293	130.00	38,090
	P.C.C.		Sq. Yd.	142,294	12.50	1,778,67
	A.C. Mix		Tons	39,252	9.00	353,26
	Asph		Tons	2551	83.00	211,733
	Tack		Tons	16	130.00	2,080
	Terminal Anchors		lin.ft.	384	36.00	13,824
	Terminal Expansion Joints		lin.ft.	288	120.00	34,560
		Subtotal				3,525,4
	Mobilization 7%					246,77
		Total				3772,18

Hal,

Talked to Harwood and Sanford (letters attached). Appears cement will be tight through Fall of '79; however, should be available to present customers - price expected to increase about $5/Ton, though, or $10-20,000/mile of 4-lanes.

Rough estimate on Warren-Scappoose (5 miles long) indicates about 9-10,000 tons of cement in surfacing or 2,000 T/mile (increase of 10,000/mile) [Treated base could be PMBB]. However, existing design has a cement treated base requiring about 6,000 T on cement. Therefore, could expect $\frac{6,000\ T}{5\ mi}$ = 1,200 T/Mi x $5 = $6,000/Mi increase in its cost.

Thus, cement should be available for 1978-79 seasons at increased cost (-- $5/Ton). Existing design and a PCC design on Warren-Scappoose both need cement costs would increase under either design.

Verstoeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

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MAY 0 1 1978
ENGINEERING SECTION

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APR 28 '78
REFER TO
FDH
Info | Invest | R/D | D/R | Sign | Act | File

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Hal,

Talked to Harwood & Sanford (letters attached). Appears cement will be tight this Fall & '79; however, should be available to present customers - Price expected to increase about ¢5/Ton, though, or ¢10-20,000/mile of 4 lanes.

Rough estimate on Warren-Scappoose (~5 miles long) indicates about 9-10,000 Tons of cement in surfacing or 2000 T/mile (¢10,000/mile increase of) [Treated base could be PMBB]. However, existing design has a cement treated base requiring about 6000 T of cement. Therefore, could expect $\frac{6000\ T}{5\ mi} = 1200\ T/mi \times ¢5 = ¢6000/mi$ increase in its cost.

Thus, cement should be available for 1978-79 seasons at increased cost (~¢5/Ton). Existing design & a PCC design on Warren/Scappoose both need cement - cost would increase under either design

Jack
4/26/78

Hal

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon

April 21, 1978

FROM: ALLAN C. HARWOOD 229-6250

SUBJECT: Anticipated Cement Shortage

TO: C. T. KEASEY

Harwood 4/26/78
1. PC Assoc says price of cement should increase to $70 from $65
2. Should be able to supply existing customers thru Fall of 1979 when supply will increase a
3. Send Ed H figured this increase in cost of cement 1 mile race cost of A-Lane Freeway $30,000/mile.

In response to a question from George Sanford concerning anticipated shortage of cement for the next year, we have done some investigating.

The story we get from several different sources is that cement will be in very short supply through 1978 and probably 1979. Two new large modern plants are scheduled to start production the latter half of 1979.

Apparently none of the cement manufacturers are taking on any new customers and are not making any guarantees to the customers they have. Apparently the price of bulk cement has increased about 30% in the last 12 months.

At the present time one cement manufacturer, in order to supply the customers, is importing clinker from Japan, which is an expensive proposition.

From the stories I get there should be adequate cement available for our major work unless the environmental considerations force closure of some of the older plants before the new plants start production. Possibly on some of the smaller jobs in order to insure competative bidding, particularly in the more remote areas, we should explore alternatives such as the use of plant mix stone base instead of cement treated base.

In and Circulate

ACH/b
cc: Hal Versteeg
Walt Hart

1 Versteeg
3 Christensen
George
Olson
Terpin
2 Sullivan GWS
Scott
Savage

RECEIVED
APR 24 1978
ENGINEERING SECTION

Trout
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Bring Up / /
Action

V.B.

PCC : Cement ≥ 750 #/cy concrete
bid 564 #/cy "

~5 mi @ 80' wide ; 40' for PCC @ 8" depth assume 10,000 Ton CEMENT

Martin Cl-Anlauf ~ 15,000 TONS cement

Memo on Lime & Cement Availability — 4-19-78 Sanford

Ash Grove Cement Co — Lime — 286-1677
(Earl Wakely)
New Kiln will be on the line by the last of September. This will double their capacity. The tight supply on lime will continue until then. Bulk Price FOB 50.00 T.

Oregon Portland Cement Co 232-3116
Cement is being allocated all over the country. Oregon will be short this year, although enough is being imported to take care of general needs. (Home Construction activity this year a question mark.)

A new plant at Durkee ($40,000,000) will be producing cement by July 1979. This production will leave a extra production capacity of 300,000 Tons by cement users projections.

4-19-78
Sanford

Idaho has been holding off overlays waiting for this plant to be completed.

Price of Cement $55.00 T. FOB

Oregon P.C. Co just bid Bonneville Dam N. Powerhouse project on a 4 year average cost of $65.00 (Range $60 - $69.00) 4 year contract delivery prices.

Utah is on 50% Allocation at the present time.

Oregon PCCo refused to sell cement to T.C. Linton for a Nevada job saying they wanted to keep their production available in Oregon for their customers until the new facility was on line.

Ed Wagner is concerned about having enough Cement available to supply the I-205 South Channel Structure if the contract is let this fall.

the 6 months Behind schedule Pour on the N. Channel I-205 Bridge has helped spread available supplies to others.

4-19-73 Al Harwood said the 9,000 cy Pour scheduled for Dec. as now set for May 15th, but the Contractors will be catching up on their schedule. Kaiser (Cement supplier) has contacted him recently to authorize a change of source.

Harwood said the S. Channel Contract was being considered to be let earlier, and that he would check out and alert them to the situation. Said

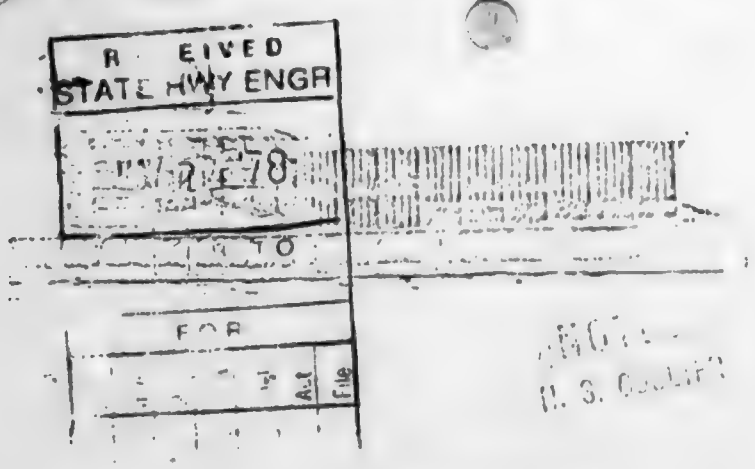
Bryan Jones of the Port Cement Association has stated that there is no shortage, (Harwood).

Clarence Gregg is also checking. Ernie Ragsdale a few days ago had picked up shortage from suppliers.

Will follow up on this in a few days.

George Sanford

8198



County Assessor of Columbia County
PHONE 397-2340
ST. HELENS, OREGON 97051

May 9, 1978

Asked Dave H. & George L. time to talk them up with steps from County organization Bill Penhallegon initially, to see what might be brewing. — Subject was apparently discussed at recent meeting of county surveyors & engineers in Astoria — Hite

Columbia County Commissioners
Attention: R. Hunt, Chairman
Courthouse
St. Helens, Oregon 97051

Copy Row

RE: Oregon State Highway R/W problems in Columbia County

Gentlemen:

The undersigned want to call your attention to a problem and to ask your support in searching for reasonable solutions to that problem.

In brief, on an ever-increasing basis, serious Legal (and Moral) questions are raised by the head of my Drafting Department, Joseph A. Flori, in attempting to reconcile what must at best be described as "sloppy" legal descriptions provided by Oregon State Highway R/W Division Engineers in regard to their property takings in Columbia County, as part of their on-going Highway Improvement program. The concerns he voices are fully shared by Philip Dewey, our County Surveyor, and by representatives of our local Title companies. If they were more aware of the magnitude of the problem, the affected property owners would also be quite concerned.

On April 20, 1978 this office addressed a letter (copy attached) to the Department of Transportation Highway Engineering Division, outlining the steps we need to see taken to improve the quality of the descriptions forwarded to us. Although no formal response has been received to date, Mr. Flori was contacted by phone on May 5, 1978 by one of the Supervisory Engineers, in an attempt to pinpoint our areas of difference. We sense the essence of his conversation to be a re-affirmation that the Highway Division did not intend to get into the property surveying business on a parcel by parcel basis, that their present systems works satisfactorily in other Counties (without complaint!), and their position has been vindicated by Court tests even to the Supreme Court. The Engineer did attempt to assure us that they would cooperate with us in any particular problem area that we had occasion to contact them about. Since practically every description they supply is defective, this does not appear to be a particularly effective solution to the problem. However, they have promised to start including better map indicators of their takings, in the legal descriptions furnished to us, which will provide some assistance; but our prime concern is that the Department of Transportation continues to affirm their policy of "deliberate vagueness" in the matter of R/W acquistions.

At a meeting in my office May 5, 1978 with Mr. Flori, Mr. Dewey, and Title Company representatives, we reviewed the concerns we had expressed in our April 20th letter to the Department. Other points brought out in our meeting suggested that:

1. Every parcel the Highway Department acquires becomes suspect as to description and ownership.
2. We do not have great faith in the grid/coordinate system the Department uses in their surveys.

cc - H. J. Coltes
Engl. Staff } 5-15-78

County Assessor of Columbia County
PHONE 397-2240
ST. HELENS, OREGON 97051

3. Even the Department does not cerainly know the correlation between the existing Highway centerline and the proposed centerline.
4. The present policy affects landowners remaining property, as well as that taken.
5. All other individuals or entities are expected to provide legal descriptions that are normal and customary in the industry.
6. They do have most of the needed data right at hand but choose not to provide it, so as to not be held liable for errors or omissions.

It was the consensus of our meeting that the necessary changes may pehaps only be dictated by force of law through Legislative correction. It is Mr. Dewey's present intention to make a presentation at an upcoming A O C workshop regarding his concerns in this matter, in hope of securing support for our contention that the Highway Commission should also be forced to provide descripive information that is normal and customary in this industry.

We ask if the Columbia County Commission by letter of affirmation, or by resolution, will join us in developing this needed Legislation, to resolve some real and serious problems in acquisition and/or relocation programs.

Would you be kind enough to respond by letter as to the extent you are, or are not in agreement with our concerns.

Thank you!

Henry T. Hudson, Columbia County Assessor

Phillip Dewey, Columbia County Surveyor

Pioneer National Title Insurance Co.

Columbia County Title Co.

Transamerica Title Co.

Joseph A. Flori, Columbia County Draftman

3/23/78

Highway Division
File 49720
FF-27 (11)

WARRANTY DEED BOOK 217 PAGE 140

KNOW ALL MEN BY THESE PRESENTS, That RUTH MAE FREEMAN, Grantor, for the consideration of the sum of One Thousand Four Hundred Forty and No/100 DOLLARS ($1,440.00) received, does hereby convey unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, Grantee, the following described property, to wit:

PARCEL 1

A parcel of land lying in the Malcolm McKay D.L.C. No. 43, Township 3 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Robert Roy Freeman, recorded in Book 60, Page 487 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southerly of Gilmore Road and included in a strip of land variable in width, lying on the Westerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1085+00, said station being 5386.05 feet South and 2325.29 feet West of the Northeast corner of Section 36, Township 4 North, Range 2 West, W.M.; thence South 21° 13' West 1979.12 feet; thence on a spiral curve left (the long chord of which bears South 19° 33' West) 400 feet; thence on a 2291.83 foot radius curve left (the long chord of which bears South 9° 38' 45" West) 525.67 feet; thence on a spiral curve left (the long chord of which bears South 0° 15' 30" East) 400 feet to Engineer's center line Station 1118+04.79 Back equals 1117+93.00 Ahead; thence South 1° 55' 30" East 707.0 feet to Engineer's center line Station 1125+00.

We need distance
My bearing distance

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line
1112+00		1113+00	110 in a straight line to 240
1113+00		1113+50	240
1113+50		1118+04.79 Bk= 1117+93.00 Ah	90 in a straight line to 60

EXCEPT therefrom that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 65, Page 78 of Columbia County Record of Deeds.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.28 acre, more or less.

PARCEL 2

A parcel of land lying in the Malcolm McKay D.L.C. No. 43, Township 3 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Robert Roy Freeman, recorded in Book 60, Page 487 of Columbia County Record of Deeds; the said parcel being that portion of said property in said D.L.C. No. 43 lying Southerly of Gilmore Road.

EXCEPT therefrom Parcel 1.

A parcel of land lying in the Malcolm McKay D.L.C. No. 43, Township 3 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Robert Roy Freeman, recorded in Book 60, Page 487 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southerly of Gilmore Road and included in a strip of land variable in width, lying on the Westerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

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We need distance
only bearing distance

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line
1112+00		1113+00	110 in a straight line to 240
1113+00		1113+50	240
1113+50		1118+04.79 Bk= 1117+93.00 Ah	90 in a straight line to 60

EXCEPT therefrom that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 65, Page 78 of Columbia County Record of Deeds.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.28 acre, more or less.

PARCEL 2

A parcel of land lying in the Malcolm McKay D.L.C. No. 43, Township 3 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Robert Roy Freeman, recorded in Book 60, Page 487 of Columbia County Record of Deeds; the said parcel being that portion of said property in said D.L.C. No. 43 lying Southerly of Gilmore Road.

EXCEPT therefrom Parcel 1.

ALSO EXCEPT therefrom that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 65, Page 78 of Columbia County Record of Deeds.

The parcel of land to which this description applies contains 0.18 acre, more or less.

cc: N. S. Coutts 5-23-75
Leg. Coord.

RECALL OF PHONE CONVERSATION WITH FLOYD SCOTT, HWY DIV ~~DESIGN~~ ENG MORNING OF MAY 5, BY JOE FLORI

MY IMPRESSION WAS THE CALL HAD BEEN VIA HENEY OBVIOUSLY ONE OF THE GIRLS HAD GIVEN FLOYD MY NAME & POSITION.

FLOYD STATED THE PURPOSE OF THE CALL WAS RE: OUR LETTER DATED 4/20/78, ADELE L. EGANS FORWARDING OF THE LETTER, & WHAT MORE INFO WE REQUIRED TO PROVIDE ADELE W/ THE INFO (PRORATIONS) REQUESTED, IMPLYING THAT ALL THE INFO WE COULD POSSIBL REQUIRE HAD BEEN GIVEN.

MY RESPONSE WAS THAT THE HWY DIV HAD FURNISHED US WIT MAPS, THAT DO NOT SHOW THEIR (HWY DIV) INITIAL REFERANCE POIN REFERRED TO IN LEGALS & DEEDS.

THAT SHOW THE RELOCATED ℄ & THE PROPERTY THEY INT TO TAKE, BUT NOT IN RELATIONSHIP (NOT PROVIDING ANY OF TIES) TO ANY OF THE PROPERTIES SHOWN, NOR THE PROPERTY CORNERS SHOWN TO BE FOUND, NOR ANY OF THE LOCAL REFERANCE POINTS SHOWN TO BE FOUN

5-25-78
cc M. S. Collier
H. G. Scott

DEEDS & LEGALS, THAT TIED TO SINGLE REFERANCE PO SUCH AS D L C CORNERS LYING IN THE MIDDLE O THE RIVER, SECTION CORNERS 2 MILES AWAY & OT NON EXISTENT OR UNRELATED CORNERS

AND INDICATED THE NEED FOR THE ABOVE MENTIONED.

FLOYD ASKED IF I HAD CURRENT UP DATED MAPS (IMPLY TH QUESTION HOW WAS THE MAPPING ACCOMPISHED IN THE PA AND THAT IT WAS HIS UNDERSTANDING THAT THE

Dep't of Revenue

Not my statement

COUNTY HAD JUST BEEN REMAPPED BY THE D.O.R. USING & BASING THEIR MAPS ON THE HWY. DIV. MAPS OF THE COUNTY.

MY RESPONCE WAS TO GIVE HIM A MAP # 9B-13-17 WHICH FLOYD CONCURRED WAS THE CURRENT MAP.

I TOLD FLOYD THAT A SORE SUBJECT HERE WAS THAT THE D.O.R HAD REMAPPED EVERYTHING EXCEPT THE AREA OF & BETWEEN ST. HELENS & SCAPPOOSE, THAT THEREFORE OUR MAPS WERE NOT BASED ON HWY. DIV. MAPS OF THE AREA, AND THAT IT WAS MY GUESS THAT WHAT HAD BEEN DONE IN THE PAST WAS TO MERELY COPY THE HWY MAP PARCEL BY PARCEL ONTO OUR MAPS, THAT I COULD NOT BE EXPECTED TO SIMPLY COPY THEIR PICTURE ONTO OUR PICTURE & THAT I NEEDED MORE INFORMATION TO WORK WITH THAT I MIGHT ACCURATELY DEPICT THE LAND SALES.

AT THIS POINT THE ATTITUDE OF THE CONVERSATION CHANGED FROM ARGUMENTIVE Not my impression TO WELL HERE IS THE PROBLEM. WHAT ARE WE GOING TO DO.

AFTER A LITTLE CONVERSATION FLOYD CAME OUT AND

Not my statement

SAID THE HWY DIV DOES NOT INTEND TO DEFINATELY LOCATE ITS TAKINGS. THAT THE PROPERTY LINES ARE TO REMAIN OBSCURE INTENTIONALLY BECAUSE THE HWY DIV IS NOT IN THE BUSINESS OF LOCATING PROPERTY, IT WOULD NOT ONLY BE PROHIBITIVELY EXPENSIVE BUT WOULD TAKE 10 YRS. TO CLEAR UP AN AREA (THESE POINTS

No time mentioned

WERE MENTIONED & EMPHASISED SEVERAL TIMES THROUGH OUT OUR

CONVERSATION. SOME OF THE REASONS GIVEN WERE
BAD DEEDS, & BAD SURVEYS, & THAT THE HWY DIV
True COULD NOT BE HELD RESPONSIBLE FOR CLEARING
THESE PROBLEMS UP.
I SAID I COULD SOMEWHAT UNDERSTAND THE HWY. DIV.
PROBLEM, HAVING WORKED SOMEWHAT WITH THE
DEEDS & SURVEYS OF THE COUNTY
I THEN ASKED IF HE (FLOYD, I SHOULD HAVE SAID HWY. DIV.)
PROPOSED THAT I SHOULD SCALE THE HWY. DIV. R/W MAP
Did not recommend procedure. PROPORTIONALLY PROJECT IT ONTO OUR MAP TO MAKE
IT APPEAR TO RESEMBLE THEIRS?
FLOYDS RESPONSE WAS YES & AGAIN STATED WHAT I ASSUM
TO BE THE HWY. DIV.'s POLICY OF VAGUENESS AND ASKED
ME WHAT I THOUGHT?
I REPLYED THAT I WOULD HAVE TO CONFER W/ MY PEOPLE
HERE BUT IF THE HWY DIVISIONS POLICY WAS TO REMAIN THE SAME
I SAW NO ALTERNATIVE, SHORT OF NOT DOING IT AT ALL
FLOYD AGAIN MENTIONED THEIR POLICY AND ASKED IF
I HAD A PROBLEM CLOSE AT HAND?
I DID & EXPLAINED IT TO HIM. THE PROBLEM INVOLVED A
℄ STATION THAT I FOUND TO BE ON AN ACCESS RD.
THE HWY DIV MAP SHOWS IT BEING 65 FEET INSIDE
A PARCEL THEY ARE OBTAINING A PEICE OF.
FLOYD ASKED HOW THIS COULD BE?
I SAID PROBABLY BECAUSE THEIR ONLY TIE TO A KNOWN POINT
Section Ties WAS A MILE NORTH AND ONE HALF MILE EAST WHICH WAS TO
FAR AWAY FOR ME TO USE SO I HAD TO USE EXISTING

(PREVIOUSLY LAID OUT BY US) & STATIONS WHICH RAN THROUGH OTHER MAPS ACCUMILATING ERRORS, A FOOT HERE THREE FEET THERE ETC. WINDING THROUGH OTHER PARCELS UNTILL ULTIMATELY YOU END UP WITH A VERY LARGE DISCREPERENCY.

FLOYD THEN SAID HE WAS AWARE THAT THERE WAS A PROBLEM W/ THE LOCATION OF THIS ACCESS RD BUT SAID THE DEPT. HAD DECIDED TO BUY THE ENTIRE WHOLE PARCEL AND ASKED IF THAT WOULDN'T TAKE CARE OF THE PROBLEM ON THAT PARTICULAR PARCEL?

file 4920

I SAID YES

FLOYD THEN RELATED TO ME AN ACCESS PROBLEM IN HOOD RIVER WHERE HE SAID AN ACCESS RD COULD INTERSECT THE HWY 100 FEET IN EITHER DIRECTION FROM THAT SHOWN THAT NO ONE KNEW FOR SURE.

? Long Prairie Rd. Willow Flat Rd. Mt. Hood Hwy.

WE TALKED ON ABOUT THE R/W MAP & FLOYD EXPLAINED THE R/W MAPS ARE CONSTANTLY UNDERGOING CHANGES & UP DATING, EXPLAINING SOME OF THESE PROCEDURES.

WE THEN TALKED ABOUT COPYING THE HWY MAPS ONTO OUR TAXLOTS AND SAID SEVERAL TIMES IF IN DOING THIS I NEEDED ANY HELP, TIES, NEW MAPS, OR EXPLANATIONS JUST TO CONTACT HIM.

→ See my Memo

ALSO MENTIONED THROUGHOUT OUR CONVERSATION: FLOYD STATED [redacted] WE WERE THE ONLY COUNTY TO QUESTION THE HWY. DIV.'S LEGAL MAPS OR TO HAVE ANY PROBLEMS W/ SAME.

was - We hadn't received complaints from other counties

8798

May 8, 1978

Board of County Commissioners
Columbia County
Room 331 Courthouse
St. Helens, OR 97051

MHSL CONTRACTS and AGREEMENTS No. 6439

Attention: Roy A. Nelson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Warren-Scappoose Section of the Columbia River Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8798 ZW

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 5, 1978

Floyd O. Scott

FROM: Floyd O. Scott
R/W Description Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Assessor's Request
Warren-Scappoose Section
Columbia River Highway
Columbia County

The County Assessor of Columbia County, Mr. Henry T. Hudson, directed a letter to Adele Egan, dated April 20, 1978, which requested certain data be furnished his office to assist them in providing information requested by our R/W office.

After consulting with Bruce Boyd and Adele Egan it was decided that a telephone call should be made to Joseph A. Flori, Head Draftsman in the Assessors office, to try to identify the specific problems involved.

I called Mr. Flori at 9:30 A.M. on May 5th and the situation was discussed. I explained our survey and office procedures and the problems involved in establishing property boundaries etc. He understood the problem immediately and realized it would not be feasible for the State to go to the expense of attempting to obtain all the information they requested.

Apparently this project and one other were not included in the Columbia County contract with the State Department of Revenue, which normally make the tax lot maps. This then is new work for the County people which is part of the problem.

Mr. Flori was very cooperative and understanding and said they would discuss the situation and if anything further was needed he would let me know. He said that Mr. Hudson's letter did not need answering at this time.

I offered to assist them in any way possible and furnish whatever data or information that we had.

FOS:mg
cc: Bruce Boyd
Adele Egan
Ken Rolfe

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 05 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 25, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Tax Segregations

TO:

J. B. Boyd
Right of Way Manager

In regard to the attached letter, Mr. Hudson has specific reference to the Warren-Scappoose Section where we have moved the centerline southerly from the existing centerline. Joe Flori had asked for the width of the right of way on the northerly side between the centerline and the railroad right of way. I told him we did not attempt to set out the widths (per Julius Sevey). He could not figure out how to change his map from our 1B-23-22 (11-01) to 9B-13-16 (81-01).

. believe Hudson wrote earlier with suggestions which I showed to Floyd Scott. Do can't come up with that letter right now- OE

AE
mp
Attach.

cc Hal Versteeg
As discussed - please advise if further assistance is required of us.
JB 4/26/78

Versteeg ✓		Trout	
Christensen	RECEIVED		
George			
Olson	APR 28 1978	Do Not File ☐	
Terpin		Return To	
Sullivan		Bring Up / /	
Scott	ENGINEERING SECTION	Action	
Savage			

JB Ralph 653-3113

County Assessor of Columbia County

PHONE 397-2240

ST. HELENS, OREGON 97051

April 20, 1978

State of Oregon
Department of Transportation
Highway Engineering Division
Transportation Bldg.
Salem, Oregon 97310

Via: Adele Egan, Super.
Right-of-Way office Unit

Dear Mrs. Egan:

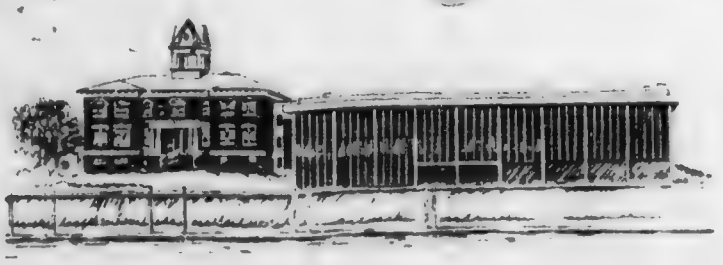
This letter is in response to your requests, and frequently "second requests" for segregations, Tax prorations, account numbers, and other Tax information in regard to your active Highway Right-of-Way acquisition program in Columbia County.

We must firmly request more descriptive "Legal Descriptions" from your engineers. Even with the continual assistance of our County Surveyor's staff and equipment, and that of responsible Title Company people in this area we are still unable to accurately relate your "relocated centerline" of Columbia River Highway #30 to the parcels you describe as being taken, and we are often unable to determine from whom these parcels are being taken.

We must insist that this office be furnished with maps with bearings and distances between your centerlines; old rights-of-way (including R/R R/ways); old centerlines; property corners; section corners; subdivision corners; and Township, DLC and other pertinent local known reference points; and not with maps that locate property centerlines with data separate from "known" or locateable points, as seems to be the case at present. We are convinced, as professionals, that you have surely located these reference points. It is our sincere desire, also as professionals, to work cooperatively together for the common good of all those affected by your decisions and ours.

We ask, once again, that in future, on all important documents you refer to your "relocated centerline" as found on a certain map, at set dates, in order to avoid confusion with other past or future relocated centerlines.

Please forward to this office as soon as possible corrected deeds, contracts, legal descriptions and other pertinent data necessary to assist us in expediting your requests. My Head Draftsman, Joseph A. Flori, reports that we are holding "several" requests in our suspense file pending receipt of additional descriptive data.



County Assessor of Columbia County

PHONE 397-2240

ST. HELENS, OREGON 97051

April 20, 1978

I want to assure you of our earnest desire to work cooperatively with you on these matters, as per O.R.S. 311.280, but must receive more accurate traceable information from your Department before we handle these matter as expeditiously as your Department and mine would like to see them handled.

If adviseable, you could probably meet with our agencies at a mutually convenient time to explore these problems in greater depth. However, it is our feeling that the necessary information is usually in your file at the time of the request. We urge you to provide it with your original letter. Thank you.

Very truly yours,

Henry T. Hudson
Columbia County Assessor

HTH/en

C.C.to: Title Companies
County Surveyor
Drafting Section
File

8798

STATE OF OREGON

INTEROFFICE MEMO

ZW

TO: Roger D. Trygstad
Railroad and Utilities Engineer

DATE: May 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County
Prefix 5-1912

Four-lane construction on the subject project will require revision of existing traffic signals at Crown-Zellerbach Corp.'s private road crossing at the north end of Scappoose. Easterly from the highway, this private road crosses the Burlington Northern (formerly SP&S Ry.) tracks. An easement was obtained from the railroad to perform grading and paving work to within five feet of the track.

As part of the traffic signal revision, it will be necessary to install a new vehicle detector easterly of the railroad track, and the addition of an advance warning sign with flashing yellow beacons is planned. It is proposed to carry all necessary wiring in underground conduit, which would cross under the railroad track inside a three-inch galvanized rigid conduit sleeve.

The additional easement required to cover this work is shown in red on the attached sketch. In addition to the installing of the wiring, the right to maintain it should be made a part of both easements.

Would you please initiate the action necessary to accomplish this.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LPD:rah

Attachment

cc: J. H. Versteeg

REFERRED TO

Beard ____ Stoudenmeyer ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Heger ____ Lau ____
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 09 1978
ENGINEERING SECTION

Trout
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Return To
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Action

Jim - copy for our file
o.b.

81-128-1387

8790 C 2W

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 5, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Warren-Scappoose
Lower Columbia River Highway
Columbia County

Versteeg ✓		Trout
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George		
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Terpin		Return To
Sullivan		Bring Up / /
Scott	ENGINEERING SECTION	Action
Savage		

A plans review was held with Region I and Metro on May 2nd and 3rd.

Alternate Surfacing

Typical Sections, stage construction and temporary protection and direction of traffic are to be added to the plans for continuously reinforced portland cement concrete pavement. Upon completion of plans, prints will be furnished for review.

Est. being reviewed 5-8-78. Results will determine if AH. to be included.

Scappoose Agreement

An agreement will be on the Council agenda May 16, 1978, which, if approved, will be submitted through Metro.

Project Limits

The present southerly end of the project is at Laurel Avenue in Scappoose, providing all right-of-way is cleared and the City agreement is signed.

Traffic Control

Region requested that additional signing and barricades be added during stages on the asphalt concrete paving. The Sign Section will revise the plans with no passing, pass with care, barricades, shoulder striping where required.

The temporary protection and direction of traffic will require contractor to provide adequate protection for equipment working or parked adjacent to the existing travel lanes.

Specifications

An allowance of $15,000 for temporary erosion control will be included.

The contractor will be required to furnish a lab building.

The Specifications will review scalping requirements with the State lab. They have sampled the present source in Scappoose many times.

Typical Sections

The base design for road connections has been revised to aggregate base instead of a cement treated base. Clarence Gregg will provide this base design.

The following details are also being added:

1. Gabion baskets
2. Concrete surfacing for existing approaches
3. Drain pipe installation
4. Typical section on random fills
5. Staging plans at each end of the project for special traffic handling

Plans

Drain pipe to be added in areas determined by a field review.

Subgrade cutoff trenches on road connections where required.

Additional drain ditches in embankment areas at toe of embankment slopes.

Utilities

Ted Inloes will submit locations of existing utility poles not shown on plans by May 12.

LKW:ab
cc: Robert Bothman
E. L. Hardt
Wally Bryant, F.H.W.A.
Carl Williams
Paul Barnhart
Ted Inloes
Jim Butler
Norman Henry
William Geibel

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 21, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose,
File 48782 - McNeely
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transporation
Salem, Oregon

NOTED
E. S. HUNTER

We have reviewed Right of Way Manager J. B. Boyd's letter of March 10, 1978, regarding a request that Federal Highway Administration participate in a damage payment of $1,645 which was calculated by the State's appraiser as part of the cost to cure in replacing a septic tank facility. Specifically, the amount involves the cost of repairing or replacing sump pumps at five year intervals for a 25-year period plus the cost of electrical power used by the pumps over the 25 life of the system.

We recognize that a knowledgeable purchaser might consider the septic tank maintenance cost and that this may be reflected in the value of the remaining property. We also recognize there are definite difficulties in finding comparable sales to support the valuation. However, we cannot agree that the method utilized is an acceptable basis for Federal participation. The calculation used by the appraiser is a straight out allowance of a damage for future maintenance costs and power consumption over the next 25 years. Even if the method utilized was acceptable, the assumption that costs will increase at a steady rate of 8% per year for the next 25 years cannot be supported. It is noted that on January 12, 1978, the appraiser increased the cost by 10%.

Therefore, as the file now exists, Federal funds cannot participate in the $1,645 for future maintenance costs and power consumption. If the method used in the subject appraisal is being used in other appraisals, it is the State's responsibility to code the amounts non-participating. If documentation can be provided to support damages to the remaining property, we will be pleased to reanalyze our position.

G. L. Green

RECEIVED
TECHNICAL SERVICES
APR 25 '78
REFER TO
FOR

cc:
J. B. Boyd, R/W Mgr. (ODOT)
M. Mead, Frank Lowe, R/W (ODOT)
Acctg.

March 10, 1978

TO: G. L. Green, Division Administrator
Federal Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 48782 - McNeely
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project FF-27(11)

RECEIVED
DOT OPERATIONS
MAR 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In your letter of February 2, 1978 (HRW-OR), you stated that the "allowance of a damage for future maintenance cost and power consumption cannot be considered generally compensable and therefore not eligible for Federal participation".

In the subject instance, damage is not for future maintenance cost and power consumption.

Damage is for the loss of a functioning gravity flow septic system presently serving a substantial residence.

The improvements on subject require a functioning septic system to retain their utility and consequently their value. The nature of the remainder property is such that gravity flow is no longer possible and sump pumps must be used in the replacement septic system. The owners are faced with continuing costs of operation and maintenance that were not necessary in the before situation.

To relate these additional costs of operation and maintenance through the analysis of comparable sales, and comparison of those sales to the subject property would be virtually impossible. The extraction of such items from improved property sales would be as theoretical as the extraction of land value from improved property sales.

A definite argument can be made, however, that of two otherwise identical properties a knowledgeable buyer would pay something less for a property served by a septic system requiring continual costs for the operation and maintenance of sump pumps than for a property served by a gravity flow septic system. Although admittedly highly

NOTED
F. D. KLABOE

speculative, the likelihood of power failure -- and hence of septic system failure -- is another factor the market would certainly consider.

Except for the taking itself, and the changes in the septic system, the before and after properties represented in the subject taking are as nearly identical as one could expect to find in the market. It therefore follows that the market would pay something less for the remainder property than would have been paid before.

Both of the State's appraisers recognized these facts and estimated the loss in value brought about by the "cure" for the greater damages by projecting the increased costs of operation and maintenance into the future. Installation of the replacement system alone would not be adequate to mitigate fully the greater damage (loss of utility of a substantial residence).

While the State's procedures suggest before and after appraisals as a general policy, the necessity for same in this instance is not held to be mandatory because of the obvious value of the modern ranch style residence on the remainder (six bedrooms, full basement). Damages to this residence would far exceed the proposed cost to cure and the relatively insubstantial payment for increased costs of maintenance and operation created by that cost to cure.

We trust the foregoing will adequately explain the State's position; and that FHWA will "re-analyse (their) position", restoring the $1645 in question to a participating status.

JBB:ob

cc - F. B. Klaboe
E. S. Hunter
M. M. Mead

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301
DATE: February 2, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose
File 48782 - McNeely

FROM : G. L. Green, Division Administration

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. J. B. Boyd, R/W Mgr.

The State's revised review appraisal dated January 26, 1978, indicates that just compensation for this acquisition is $18,700. Included is an allowance of $7,250 to reinstall a septic tank system as well as $1,645 to cover maintenance costs and power consumption for the new septic system. This evidently includes replacement of sump pumps over a 25-year period as well as allowances for the cost of electrical power used by the pumps with an assumption of a steady rate increase per year. The allowance of a damage for future maintenance cost and power consumption cannot be considered generally compensable and therefore not eligible for Federal participation.

It is recognized that a knowledgeable purchaser might consider the septic tank problem and this may be reflected in the value of the remaining property. However, such a value determination should be supported by the appraiser through the before and after appraisal process.

As the file now stands Federal funds cannot participate in the $1,645.00 for future maintenance costs and power consumption. If the method used in the subject appraisal has been used on other files, it is the State's responsibility to code the amounts non-participating. If documentation can be provided to support damages to the remaining property, we will be pleased to re-analyze our position.

G. L. Green

cc:
M. Mead (R/W)
F. Lowe (R/W)

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REFER TO
Boyd
FOH
Info | Invest | R/D | D/R | Sign | Act | File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 3, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose
Appraisals-File No. 48794, Fisher
(Mr. J. B. Boyd's March 2 Memorandum)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Appraisal material which was transmitted to us prior to the receipt of Mr. Boyd's memorandum satisfactorily responds to the issues raised in my February 25, 1977, letter.

for G. L. Green

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E. S. HUNTER

cc:
M. Mead, R/W

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March 2, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: File 48794 - Fisher
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project FF-27(11)

The subject file was recently recommended for condemnation. In our review of the file, it was noted that you had written to us on February 25, 1977, requesting that we resolve certain damage and/or cost to cure items; and that we secure a third appraisal.

By letter dated March 2, 1977, we transmitted a copy of your letter to the Region. The appraisers revised to recognize your comments and a third appraisal was secured. A revised review was prepared on October 12, 1977.

Copies of the foregoing were routinely transmitted to you. Your concurrence was never formally requested. Please advise if the actions taken by the State have satisfied the issues raised in your letter of February 25, 1977.

JBB:ob

cc - F. B. Klaboe
E. S. Hunter
M. M. Mead

8798

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 30, 1978

FROM: A. D. Olson
Preliminary Design Engineer

TO: D. B. Boyd
Right of Way Manager

SUBJECT: Noise Mitigation
Warren School
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

NOTED
E. S. HUNTER

Your letter of March 3 indicated that the School Board does not want to give up the additional land for the noise berm.

In order to provide the same attenuation without making the additional taking would require constructing a combination berm and wall, curbing through the area and putting in drainage. This would increase the cost approximately $47,000. This would eliminate the taking of 0.35 acres valued at $5,000/acre or $1,750.

Another alternate would be to build a full height wall on natural ground at the top of a normal 2:1 cut slope (present typical section, no curb, etc.). This would cost $57,000 more than the current berm plan and could be built 10 feet inside of Parcel 1, saving approximately 0.11 acre in addition to Parcel 2. (Total saving 0.46 acre - $2,300.)

It would seem inappropriate to consider either of these alternates unless there is some other value to the right of way than the $5,000 per acre that was given to me.

The question of attenuation for the two classrooms with marginal noise levels was discussed with Ed Hunter. If this can be done for the cost indicated ($7,000-$8,000) and will help reach an agreement we would try to get F.H.W.A. approval for both the exterior and interior attenuation.

ADO:ab
cc: E. S. Hunter
Ken Rolfe

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REFER TO
FOR
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 7, 1978

FROM: J. H. Versteeg
Engineering

TO: Rod Henry, Assistant
Right of Way Manager

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TECHNICAL SERVICES
MAR 8 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Noise Mitigation
Warren School
Warren-Scappoose Section

NOTED
E. S. HUNTER

A policy on noise mitigation is being slowly and painfully developed based on State and Federal laws, departmental policies, public involvement, state-of-the-art and all of those people who are involved in the project development process. There is no one easy solution to the problem of noise mitigation and it is doubtful if it will get any easier or simpler in the foreseeable future.

In response to your letter of March 3 we are reviewing the noise problems at Warren School. We are proposing a redesign that would give some protection to the school, reduce the needed right of way taking and be at a cost that is reasonable and supportable.

The following is my personal opinion to the questions that you have raised in your March 3 letter concerning Warren School.

1. We would consider a wall/berm combination if the cost were reasonable. If the wall/berm proposal was considerably more expensive, it could not be considered an economically feasible alternate to the problems at Warren School.

2. If a wall/berm combination could be constructed, we would not be justified in spending additional funds for double-paning the windows and installing a ventilation system. If the berm is not constructed, we may or may not be justified in providing some other noise attenuating device.

3. If we are unable to negotiate a settlement with the school for the needed right of way, we would be very reluctant to condemn the school property for the right of way needed to construct a berm. If there was no other way that this sizable project could be cleared for contracting, then a decision would have to be made whether or not condemnation was appropriate.

4. I agree with the position of the Right of Way Section on noise problems. A decision to alleviate a noise problem is a Design/Environmental decision that ultimately must be made or approved by the Manager of Technical Services. The Engineering Section and Environmental Section will recommend one or more alternate solutions which may include the do-nothing alternate.

5. The Federal noise regulations outline procedures for determining noise impacts and noise mitigation measures that must be considered. We may ultimately ask for an exception to these Federal standards. If they would approve this exception, there would be no noise mitigation at the Warren School.

In closing, this is my personal opinion of the present situation and we will try to develop a more reasonable solution to the Warren School problem.

JHV:jh
cc: E. S. Hunter (Comments please)
Gary Potter (Comments please)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 3, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Noise Mitigation
Warren School
Warren-Scappoose Section

TO: J. H. Versteeg
Head of Engineering

The Right of Way Section is having difficulty in interpreting ODOT's current policy regarding noise mitigation. We are currently involved in negotiation on several projects where this is now a critical factor and we would like to have some clarification of the policy.

Although this is a general problem a specific case in point is the Warren Grade School on the Warren-Scappoose Section.

The Environment Section identified a noise problem at the Warren School and the Design Unit designed a berm to mitigate the noise. The School District was informed of our plans and they now assume that they are entitled to some noise attenuating device.

The berm designed for the Warren School will require additional right-of-way from School property. The School Superintendent has now informed us that although they want a noise berm, they do not want to give up additional land which is required for a septic tank relocation.

This situation now brings up the following questions:

1. If the School Board does not want to give up additional land for the noise berm, are we obligated to construct a more expensive facility consisting of a combination wall and berm?

2. If the berm is not constructed, are we justified in spending additional money on some other noise attenuating device such as double-paning the windows and installing a ventilating system?

3. If we are unable to negotiate a settlement with the School District because of other factors, would we be justified in condemning land which is only needed for the sound berm?

In the Right of Way Section we have taken the position that since noise is a legally noncompensable damage, any decision to alleviate a noise problem is strictly a Design decision. Is this a valid assumption?

We would appreciate your comments.

RJH:jk

1 Versteeg
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George
2 Olsen
Terpin
Sullivan
Scott
Savage
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ENGINEERING SECTION

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ACN 21-4
Col. R. (2)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 20, 1977

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Attenuation
Warren School
Warren-Scappoose Section
Lower Columbia River Highway (2W)
Columbia County

Studies were made of the existing and projected noise levels in the vicinity of Warren School. These indicated that the present level at the closest point to the roadway is 69 dBA and at the upper floor of the older wooden structure (outside) is 66 dBA.

The proposed highway facility would move the centerline 19 feet closer to the school and, widening to 4 lanes, would move the edge of the nearest traffic lane approximately 40 feet closer to school. The combination of these factors plus the expected traffic increase would result in a traffic noise increase in 20 years of 2 to 3 dBA. This would raise the noise level to about 71 dBA at the portion of the school nearest the highway. This is a barely perceptible increase over present levels but does exceed the suggested guideline of 70 dBA.

Several alternate noise attenuation measures were sketched up and discussed with Region personnel. The recommended solution is an earthberm which would be 14 feet above finished roadway grade. This would provide 4 to 5 dBA attenuation at the school building at a cost of approximately $48,000.00. Most of the activity area will be within the shadow zone of the berm and thus provide an acceptable noise environment.

The upper floor of the older structure is presently within guideline limits. The projected increase of 2 to 3 dBA is expected to be canceled by the effects of the berm and possibly it might provide a slight reduction. Simultaneous sound measurements were taken inside and outside the classroom which showed that the structure provides a 10 dBA noise reduction with the windows open and a 20 dBA reduction with the windows closed. Thus, if the desired attenuation is not realized from the berm after construction it might be appropriate to close the windows and provide ventilation by mechanical means.

The plans will be prepared including the earthberm and the right of way taking will be revised accordingly.

ADO:az
cc: Ed Hardt
Walt Hart
J. B. Boyd
Ken Rolfe
Cliff Christianson, F.H.W.A.
E. S. Hunter
Gary Potter

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STATE HWY ENGR
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FOR
Info Inves R/D D/R Sign Act File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 23, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48762 - Sullenger

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Right of Way Manager J. B. Boyd's letter of March 9, 1978, provides an explanation from reviewing appraiser, Carl G. Schmidt, concerning the review appraisal figure of $73,275 as set out in the review dated September 19, 1977. Mr. Schmidt's analysis indicates there was a difference of $11,444 between the appraisals of Mr. Johnson and Mr. Hopkins. The explanation for accepting the Johnson appraisal as representing just compensation is reasonable and Federal funds will participate in our pro-rata share of the amount claimed as participating of $77,510.

G. L. Green

cc:
J. B. Boyd, R/W Mgr
M. Mead, R/W
F. Lowe, R/W

NOTED
E. S. HUNTER

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FOR
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GENERAL FILES

March 9, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 48762 - Hafeman (Sullenger)
Warren-Scappoose Section
Columbia River Highway
Columbia County
Project FF-27(11)

Attached in response to your letter of December 15, 1977 (HRW-OR) are copies of the reviewing appraiser's answer and the appraisal supervisor's comments.

We trust that they will answer the questions raised in your letter; and that our settlement at $85,000 ($77,510 participating) will be fully eligible for participation.

JBB:ob
Attachments
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead

NOTE!
F. B. KLABOE

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 15, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
File 48762, Sullenger

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

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Review of the Right of Way Settlement on the subject file indicates that the settlement is based on a review appraisal of $73,275 dated September 19, 1977. The review states in part, "Both appraisers have updated their appraisals at the rate of 1% per month. The appraisers are in fairly close agreement on all values. Mr. Johnson is somewhat higher but this is due to appraiser judgement in adjusting sales to subject. It would appear to be in the best interest of the State to buy the entire parcel for $73,425."

The appraisal review sheet would indicate that the appraisal values were close. The Johnson appraisal is shown as $66,550 and the Hopkins appraisal as $62,900. However, examination of the appraisals indicate there is a wide difference of opinion because the Hopkins appraisal included fixtures and the Johnson appraisal excluded fixtures. Placing both appraisals on the same basis would indicate the Johnson appraisal was $66,550 without fixtures and that the Hopkins appraisal was $53,550 without fixtures.

Further analysis indicates that the two appraisals were reviewed on three previous occasions and in all instances the reviewer rejected the Johnson appraisal and accepted the Hopkins appraisal.

The Johnson appraisal of August 16, 1977, was raised on the basis of the following statement, "After discussing current commercial real estate values with several local brokers, it appears that a 1% adjustment upward per month is reasonable during the past two years. Previous State evaluation-March 23, 1976. Say an adjustment upward of 14%." While it is recognized that real estate values have risen sharply, an appraisal should provide support beyond the statement contained in the Johnson appraisal. (Revised)

The review appraisal of September 19, 1977, does not provide adequate documentation for the review figure of $73,274 nor is Mr. Johnson's revision of August 16, 1977, adequately documented. The file should be coded non-participating until such time as documentation is submitted for review.

G. L. Green

cc:
Boyd, R/W
Lowe, R/W

8798 (

2W

Salem, Oregon
February 17, 1978

Lyle K. Watson
Design Engineer Supervisor

Marvin G. McEldowney
Senior Acquisition Agent

Approach Cost Estimates
Warren-Scappoose
Lower Columbia River Highway
Columbia County

As per your request by phone, attached are two approach cost estimates. The cost for constructing an approach under our contract at Sta. 1106+00 would be appooximately $1,600. The cost to the property owner for constructing an approach similar to the existing one at Sta. 1111+00 would be approximately $300.

If you require any further assistance, please let us know.

LKW:ab
cc: L. K. Watson

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CALCULATIONS FOR: Warren-Scappoose

MADE BY: Norm Henry

DATE: February 16, 1978

Contract Cost Estimate Approach Rt. Sta. 1106+00
2" A.C. and 8" Aggregate

15% grade--100' length--16' width

Aggr. Shoulder Material

Length 100' x 0.67 x 18 ÷ 27 x 1.92 = 86 tons

Asph. Conc. Pavement

100 x 16 x 2 x 0.00621 = 20 tons

x 0.065 = 1.3 tons

Aggr.	86 ton x $5.50 =	=$ 473.
A.C. Mix	20 ton x $9.00 =	180.
Asph.	1.3 ton x $85.00 =	111.
Extra for Pav. Appr.	=	150.
12" Culv Pipe	48' x 6.75 =	324.
		$1,238

$1,238 x 1.07 x 1.20 = $1,590

Replacement

Cost Estimate Appr. Sta. 1111+00

12' width, 40' length, 8" Aggr.

Emb. In Place 30 c.y.	
Aggr. 0.67 x 13 x 40 - 27 x 1.92 =	25 tons
Emb. in Place 30 c.y. x $5.00 =	$150.
Aggr. 25 tons x $5.50 =	138.
	$288.

8798

STATE OF OREGON

INTER OFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: February 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Study Plans
Warren-Scappoose Section
(Lower) Columbia River Highway
Columbia County

Attached are two prints of the approved sign study plans for the above named section.

L. E. George
Traffic Engineer Supervisor

ELS:rw
Attachments

cc: Don Adams w/att.
E. L. Hardt w/att.
F. T. Lacey w/att.

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one plan retained by Beard

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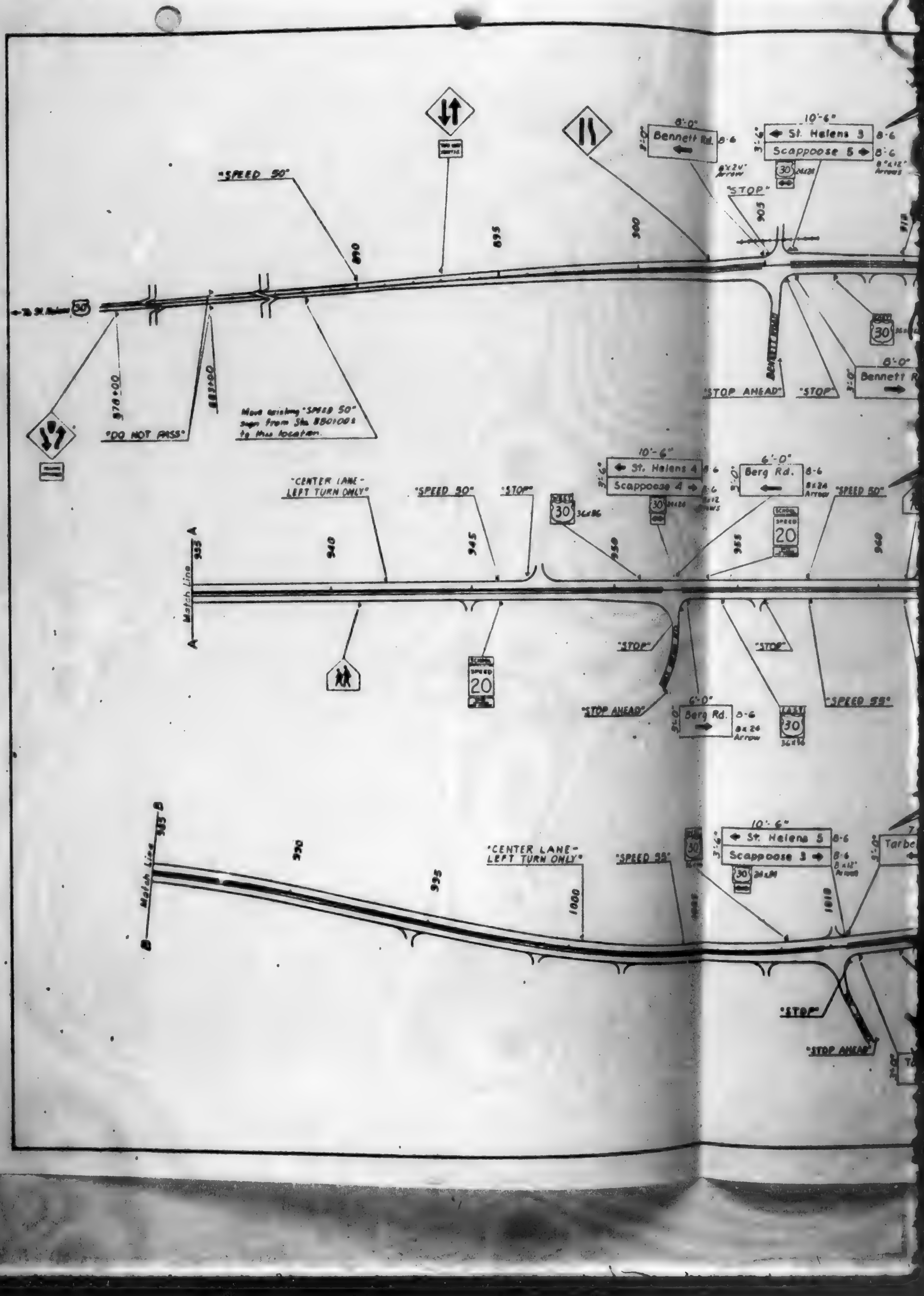
"SPEED 50"
"DO NOT PASS"
Move existing "SPEED 50" sign from Sta 880100 to this location.
8'-0"
Bennett Rd.
10'-6"
St. Helens 3
Scappoose 5
"STOP"
"STOP AHEAD"
"STOP"
Bennett R
"CENTER LANE - LEFT TURN ONLY"
"SPEED 50"
"STOP"
10'-6"
St. Helens 4
Scappoose 4
6'-0"
Berg Rd.
"SPEED 50"
SCHOOL SPEED 20
Match Line A
Match Line B
"STOP"
"STOP"
"STOP AHEAD"
6'-0"
Berg Rd.
8x24 Arrow
"SPEED 55"
"CENTER LANE - LEFT TURN ONLY"
"SPEED 55"
10'-6"
St. Helens 5
Scappoose 3
"STOP"
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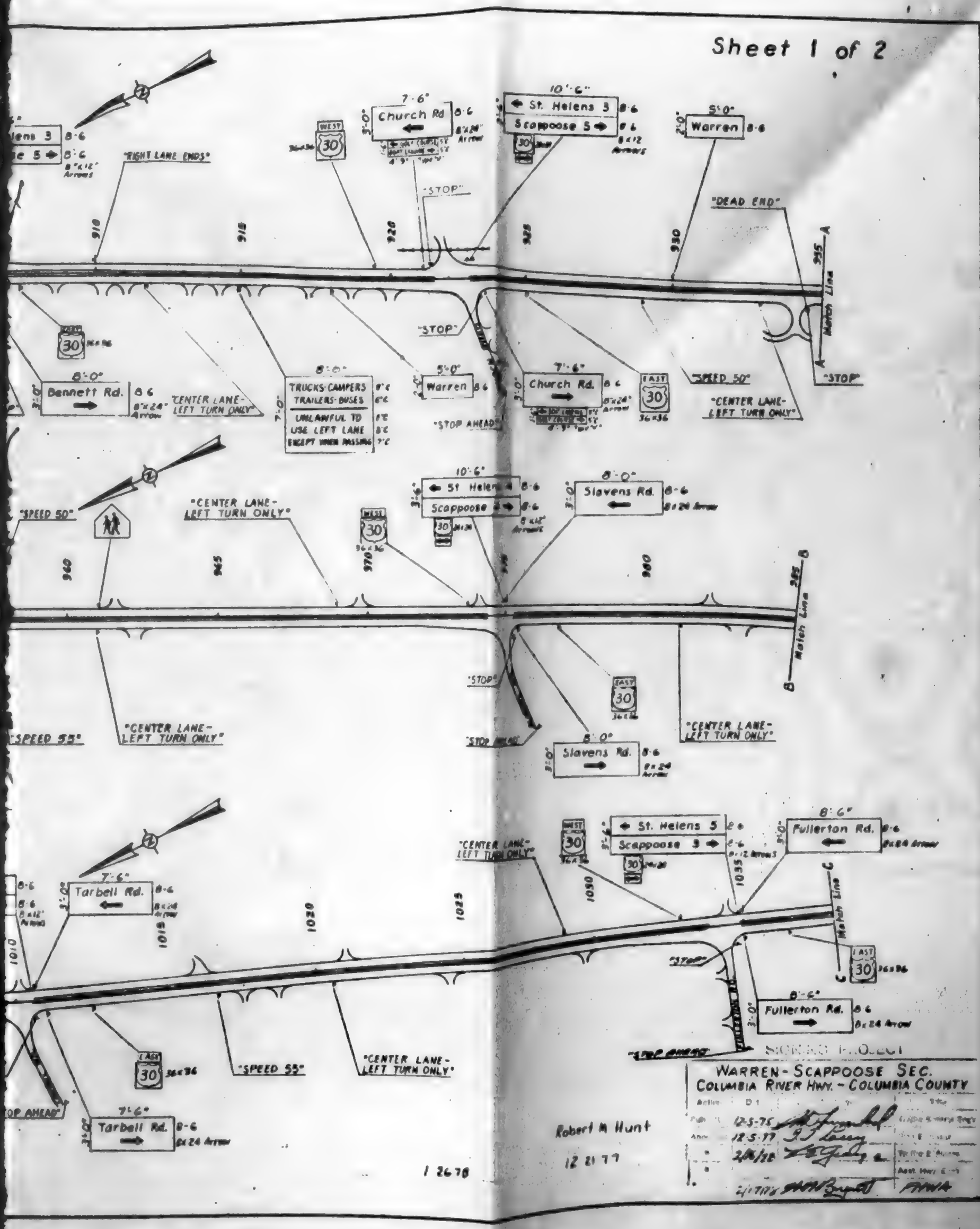
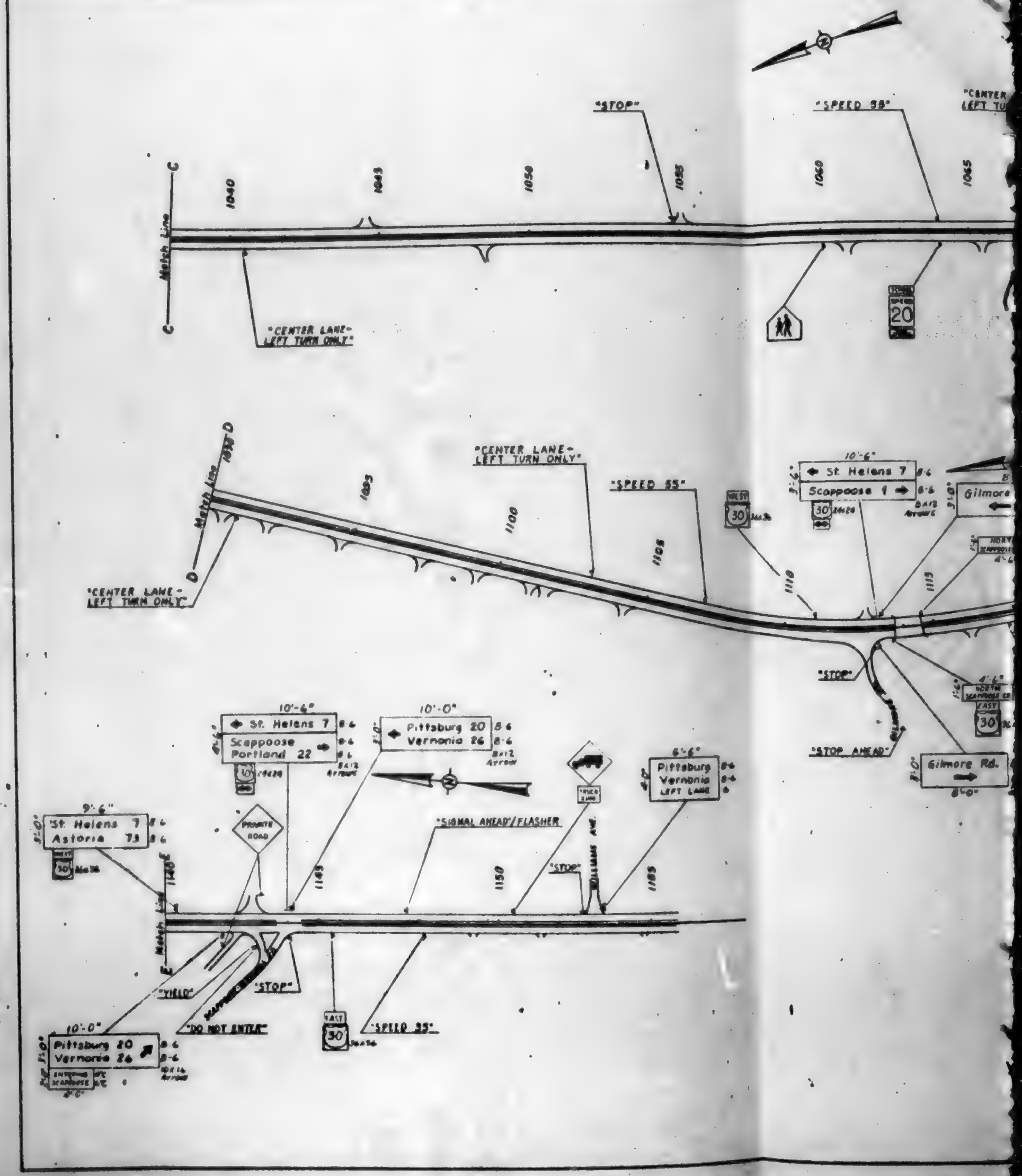
Sheet 1 of 2



SIGNING PROJECT

WARREN - SCAPPOOSE SEC.
COLUMBIA RIVER HWY. - COLUMBIA COUNTY

Active	D.E.	
Plan	12-5-75	
Appr	12-5-77	
	2/6/78	
	2/17/78	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"SPEED 55"
"CENTER LANE- LEFT TURN ONLY"
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"CENTER LANE- LEFT TURN ONLY"
"CENTER LANE- LEFT TURN ONLY"
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1105
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1115
St. Helens 7
Scappoose 1
Gilmore
"STOP"
"STOP AHEAD"
Gilmore Rd.
St. Helens 7
Scappoose
Portland 22
Pittsburg 20
Vernonia 26
Pittsburg
Vernonia
LEFT LANE
St. Helens 7
Astoria 73
PRIVATE ROAD
"SIGNAL AHEAD/FLASHER
"STOP"
"YIELD"
"STOP"
"DO NOT ENTER"
"SPEED 35"
Pittsburg 20
Vernonia 26
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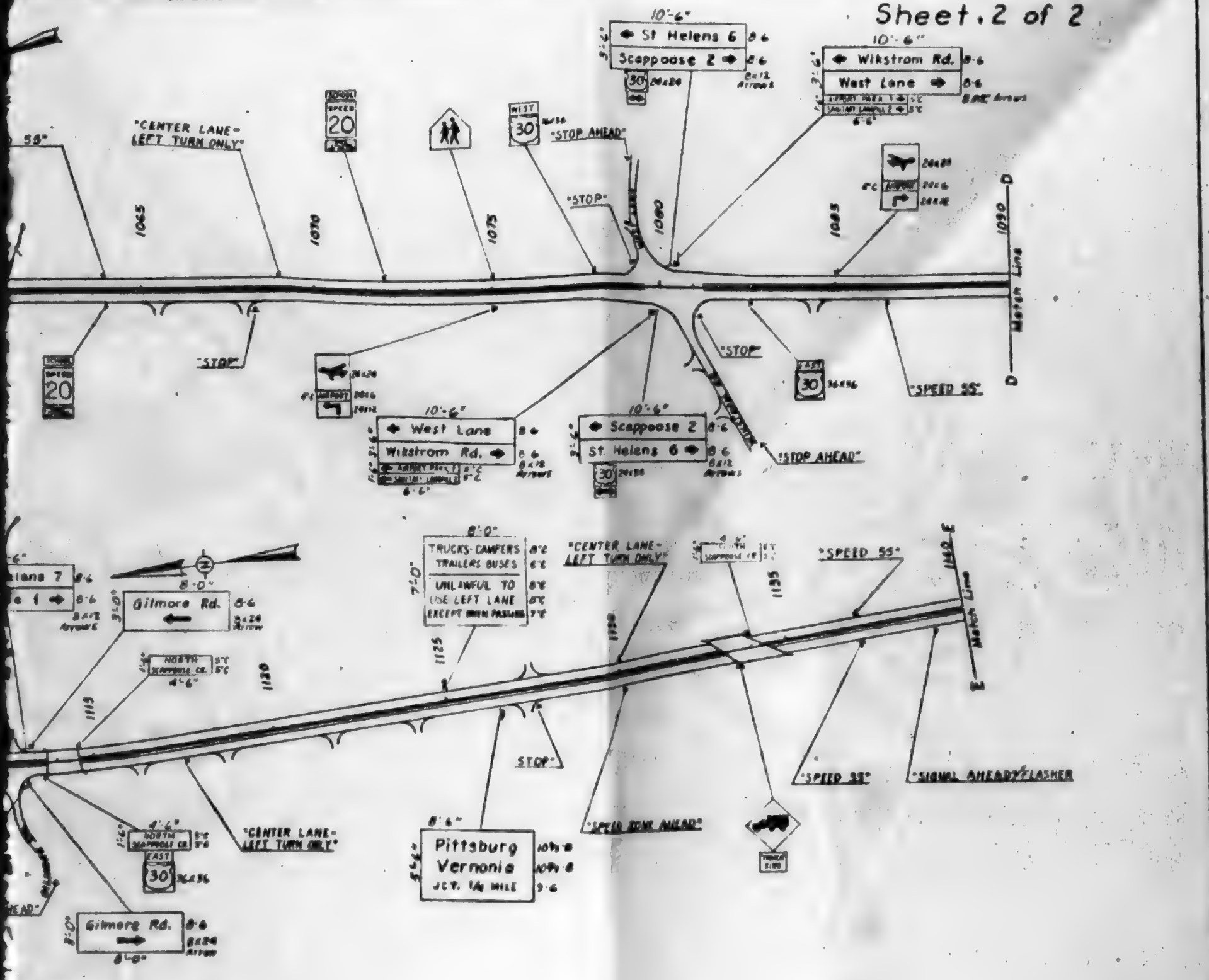

SIGNING PROJECT

WARREN-SCAPPOOSE SEC.
COLUMBIA RIVER HWY - COLUMBIA COUNTY

Action	Date	Signature	Title
Submitted	12-5-77	[signature]	Traffic Control Engr.
Approved	12-15-77	[signature]	Dist. Engineer
"	1/26/78	[signature]	Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	2/17/78	[signature]	FHWA

Robert M Hunt
12 21 77

8798

2W

Salem, Oregon
February 14, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Kenneth Rolfe
Region R/W Supervisor
Milwaukie

File 49927
Crown Zellerbach
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

In response to your letter of February 7. The left turn movement for southbound pole trucks into the private logging road was reviewed.

An access on the right to the logging road would create problems with signing, restricting public use, and additional usage of the traffic signal.

The new four lane section with 16 foot median, plus use of flag cars should provide adequate protection for the turning movement.

No further design work is being done for this private road connection.

After the four lane section is constructed, if Crown Zellerbach determines that the access on the right is necessary, they may apply for an access permit from the District Engineer. A revision to the traffic signal would also be required. The construction and right-of-way costs would have to be borne by Crown Zellerbach.

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FEB 15 1978
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LKW:ab
cc: R. N. Bothman
E. L. Hardt
L. E. George
Rod Henry
R. T. Ewen
L. K. Watson

8798 2W

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 9, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Material Source
Warren-Scappoose
Lower Columbia River Highway
Columbia County

The surfacing for this project will require approximately 90,000 cubic yards of aggregates. The Final E.I.S. states that because of the availability of two commercial sources within 0.2 and 3.9 miles, a mandatory source would not be furnished.

In my review with Bob Ewen, he confirmed that these sources are still available and have adequate material on hand. There are no State owned sources in this area at this time.

It was therefore, determined that the contractor furnished material is still appropriate.

1 Versteeg ✓
2 Christensen ✓
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

LKW:ab
cc: R. N. Bothman
E. L. Hardt
R. T. Ewen
Jack Sullivan
D. E. Swan
N. Henry

8718

2W

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE February 7, 1978

TO J.H. Versteeg
DESIGN
DOT - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 49927
Crown Zellerbach
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a letter which we recently received from Crown Zellerbach. As you can see, they would like to tie a R/W acquisition from them into an acceptable design for their road crossing as shown on the attached sketch map.

You probably are aware that this is at the north city limits of the City of Scappoose.

Are we still working on the design for this private road connection?

I would like to know what the current status is of this situation before proceeding with the acquisition.

KR:kf

cc Bob Ewen

REFERRED TO

Beard Dorn
Cole Sample
Eriksen Watson LW
Hagen Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RIGHT OF WAY SECTION
RECEIVED
FEB - 8 1978
RE ARE ARA FS CA RS
CL CS F&O

See memo to Rolfe dated 2-14-78 L.W.

Versteeg
Christensen
George
Olson
Crain
Sullivan
Scott
Savage
Trout

RECEIVED
FEB 09 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

Crown Zellerbach

February 3, 1978

Mr. Melvin C. Monroe
Right of Way Agent
Oregon State Highway Division
Right of Way Unit
P.O. Box 02157
Portland, Oregon 97202

File 49927
Crown Zellerbach
Warren-Scappoose Section
Columbia River Highway
Columbia County
Fed. Proj. #FF-27(11)

Dear Mr. Monroe:

Please refer to your letter of December 23, 1977 addressed to our Vernonia Office in connection with the above project.

As I had previously told you over the phone, there is what we consider to be an unsafe traffic condition presently existing at this location and, in our opinion, widening the highway to four lanes will worsen the problem. Under the circumstances, we are naturally reluctant to voluntarily grant an easement for additional width, as requested, until a satisfactory arrangement can be found to alleviate the problem.

We have expressed our concern to Highway Division personnel a number of times over the past several years by letters, private meetings, and public hearings. However, we do not know if you share our concern for the public safety at this location, or, if you do, what suggestions you may have for correcting this potentially serious traffic problem.

mcm

Your assistance and advice in this matter will be appreciated.

Very truly yours,

CROWN ZELLERBACH CORPORATION

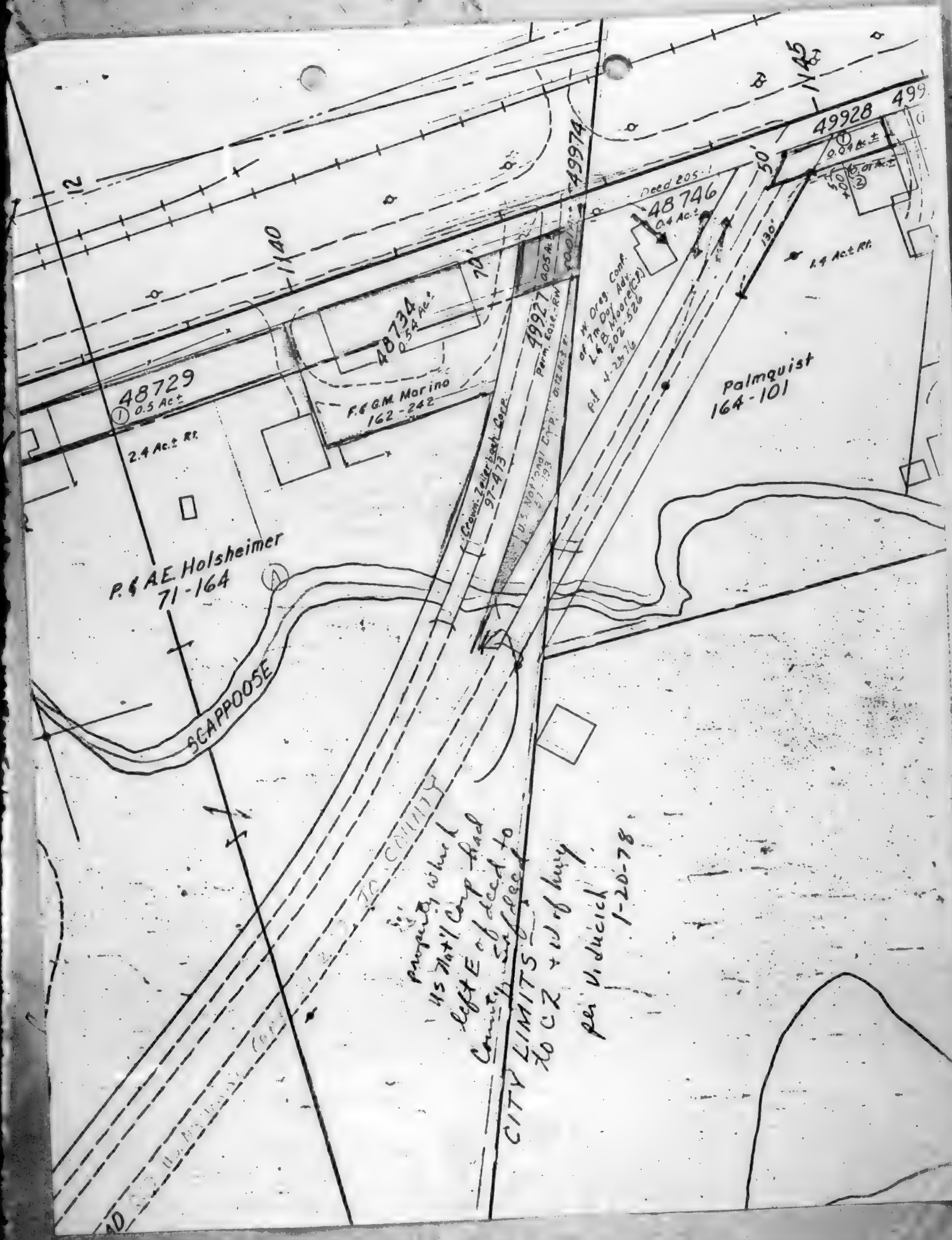
By _____
Manager
Land & Tax Department-Northwest

WWLocke-jm

cc: D.T. Callahan
G.A. Grant
G. Jaques
W. Pribyl
E.C. Hough
N.L. Zimmerman

RECEIVED
FEB 7 1978
DIST. 1 - RIGHT OF WAY

1500 S.W. First Avenue, Portland, Oregon 97201


49928
49974
48746
0.4 Ac.±
Deed 605-1
48734
0.54 Ac.±
48729
0.5 Ac.±
2.4 Ac.± Rt.
F. & G.M. Marino
162-242
49927
Perm. East. R/W
Crown-Zellerbach Corp.
97-473
U.S. National Bank of Oregon
Conf. of Tm Dog Adv.
L. & B. Moore (C.P.)
202-526
Pif 4-2-76
Palmquist
164-101
P. & A.E. Holsheimer
71-164
SCAPPOOSE
property when I
HS Natl Comp Road
left E of deed to
County for Road
CITY LIMITS
to CZ + U/I of hwy
per V. Ducick
1-20-78.

8748

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 2, 1978

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Purchase of Right-of-Way
Warren- Scappoose Section
Lower Columbia River Highway

TO: Ken Rolfe
Region Supervisor

On February 1, 1978 the above project was discussed with Mr. Hal Versteeg. It was decided we should follow the sequence listed below:

1. Firm up all right-of-way from West Linn Road to the north.

2. Proceed southerly from West Linn Road to provide contiguous right-of-way as much as is possible to lengthen a project to be let in June.

3. Provide the entire R/W including that within the city of Scappoose as expeditiously as is possible.

Priority primary funds,of which the Warren-Scappoose Section is funded,are due to expire in September. The right-of-way for this section is the deciding element in this project development. It is my goal to provide as long a project as possible proceeding from Warren southerly towards Scappoose by the first of June.

JBB:lb

cc: E. S. Hunter
R. N. Bothman
Jack Sollis
J. H. Versteeg
Ed Hardt

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 3'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8148

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

L. W. Rulien, Asst. Director
Policy and Program Development

DATE: January 31, 1978

FROM: Robert A. Burco
Director of Transportation

SUBJECT: Senator Hanlon's call re Scappoose routing.

Senator Hanlon called today asking what the outcome would be if a group from Scappoose were to meet with staff here to request transfer of the funding for the Scappoose route.

His suggestion is for an additional segment on the Scappoose-Warren Section. He seemingly wants the local City Council to realize that the chances of losing money for improvements at Scappoose are quite real.

Whether or not he appears here with a delegation will take some time to tell, but there may be some rumblings.

He continues to be most supportive of what the Department has done in regard to this project.

RECEIVED
DOT O...
FEB 9 '78
ANSWER TO
Init.
Ltr/R | Sign | Act | File

Sent to Burco Bell Klaboe

Bob - The last time this type thing came up we took 5 + million to the Scappoose Sect and put it on the Warren-Scappoose section thus skipping over the section that we were attempting to improve - I recommend we not do it again - if the Scappoose Section doesn't fly - then we cancel it and continue on with our improvement program.

Larry

NOTED
F. B. KLABOE
FEB

RAB:nv

cc: George Bell
Alan Lightner

01-125-1367

3798

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

2W

REFERRED TO
Beard Dorn
Cole Sample
Eriksen Watson
Hager Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DATE January 30, 1978

TO D.O. CHRISTENSEN
Final Design Section
DOT - Salem

ATTENTION: Lyle Watson
Design Team Supervisor

Versteeg
Christensen Doc
George
Olson
Terpis
Sullivan
Scott
Savage
Trout

RECEIVED
FEB 0 1 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up / /
Action

FROM Henry M. Brindley
Henry M. Brindley
Regional Appraiser
Milwaukie

SUBJECT Underground Improvements in Proposed R/W
Warren-Scappoose Section
Columbia River Highway
Columbia County
Fed. Proj. #FF-27(11)

Your office requested information on underground improvement located during the R/W acquisition process in early October, 1977. We replied on October 24, 1977. Since then we have found some more drainage lines which will undoubtedly be of interest to you.

FILE 48791-Charles Erickson. We were unable to learn of the location of any underground improvements at the time this property was appraised. Mr. Erickson said there were two drainage lines that ran from the vicinity of the old barn eastward under the highway and railroad to the slough. He didn't remember their location and didn't have any drawings showing their location. Discussion with Mr. Erickson at the time of appraisal indicated they were buried in the ground quite deep, so they may not be disturbed by construction activity.

January 23, 1978, the writer noted a large flow of water in the drainage ditch westward of the most northerly driveway approach to the highway. Investigation indicated a 4" field drain is discharging water at the bottom of the drainage ditch at Eng. Sta. 1024+15. Attached is a xerox copy of the R/W map showing the location.

FILE 49717-Mares. This property has three drains that empty into the drainage ditch. The most northerly line is a 4" diameter tile at Eng. Sta. 1098+50. The location of this line was located with a probe from the top slope of the present ditch back to the present R/W line. The terrain is rising and it was impossible to trace it any farther without a longer probe. The property owner Mr. Mares reports this is the basement drain for the house. The broken line on the attached xerox copy of the R/W map indicates the approximate location of the line as determined by probing and talking to the property owner.

The second line is located on the south side of the driveway approach at approximately Eng. Sta. 1099+50. It is a 3" diameter steel pipe which carries the effluent from the septic tank to the drainage ditch. This condition is a direct violation of the Oregon Health Code. The location of this line was found by probing and is depicted on the attached xerox of the R/W map.

The third line is a 4" diameter field drain located at approximately Eng. Sta. 1101+00. Probing of the ground indicates this line runs westward as depicted by the broken line on the attached xerox copy of the R/W map. We were unable to probe the location of the line westward of the point it runs under the gravel driveway.

HMB:kf

S. P. & S. RAILROAD

S 23° 58' W

44

C.D. Erickson
144-440

D.L.C. 1030

R.S. FULLERTON NO

1025

+00

75'

25

36

95'

+50

720'

+90

120'

Conc. perm.
Rd. Aber.
1280'±

75'

+00

+00

3

1" Field drain
Outflow of drainage ditch
Installed 1983-78 by H&B Dodd
It is mainly a grass ditch
Under tidal influence

① 4879 1
1.57 Ac.±

"WF"
10° C.L.
Δ 27°30'
T 140.20'

"WF" 1098'

Unger
211-410

1104.79.12 P.S.

2.51 Ac.± Lt.

49713 Palmer
0.37 Ac.±

30'

S 21°13' W

1105

4" Cement drain

3" Steel pipe drain from septic tank

4" Field drain

0.25 Ac.±
9716

Berry's welding service

0.35 Ac.±
49717
Mitchel

Mitchel
0.25 Ac.±
49718

Farwest Auto & Tow
46429
0.35 Ac.±
Mitchel
former

60'

150'

4.2 Ac.± Rl.

2.53 Ac.± Rl.

2.7 Ac.± Rl.

2.0 Ac.± Rl.

1099.40

1101.70

1101.60

1101.39

A

F.B. & E. Mares, Jr.
127-485
86-109

V.V. & G.M. Chambers
120-127

S.E. & C.I. Simmons
151-148

enbarger
6

100'

8798 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 25, 1978

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Sound Attenuation
Seventh Day Adventist School
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

An investigation has been made of possible noise attenuation at the Seventh Day Adventist School. Attached is a sketch and cross-sections showing what would appear to be appropriate in order to provide noise reduction in the playground area. This berm varies from about 6 to 10 feet above the ground at the back of the berm.

Our first shot at this was based on a wall which would have cost $15,000-$18,000. The present plan uses steeper cut slopes, allowing for the higher berm within the proposed right-of-way, and will require 2,000-2,500 yards of material. We don't know how the balance is on earthwork so the cost is not clear but it is obviously less than the wall.

This is to be included in the construction plans
ADO. 2/27/78

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
FEB 0 1 1978
ENGINEERING SECTION

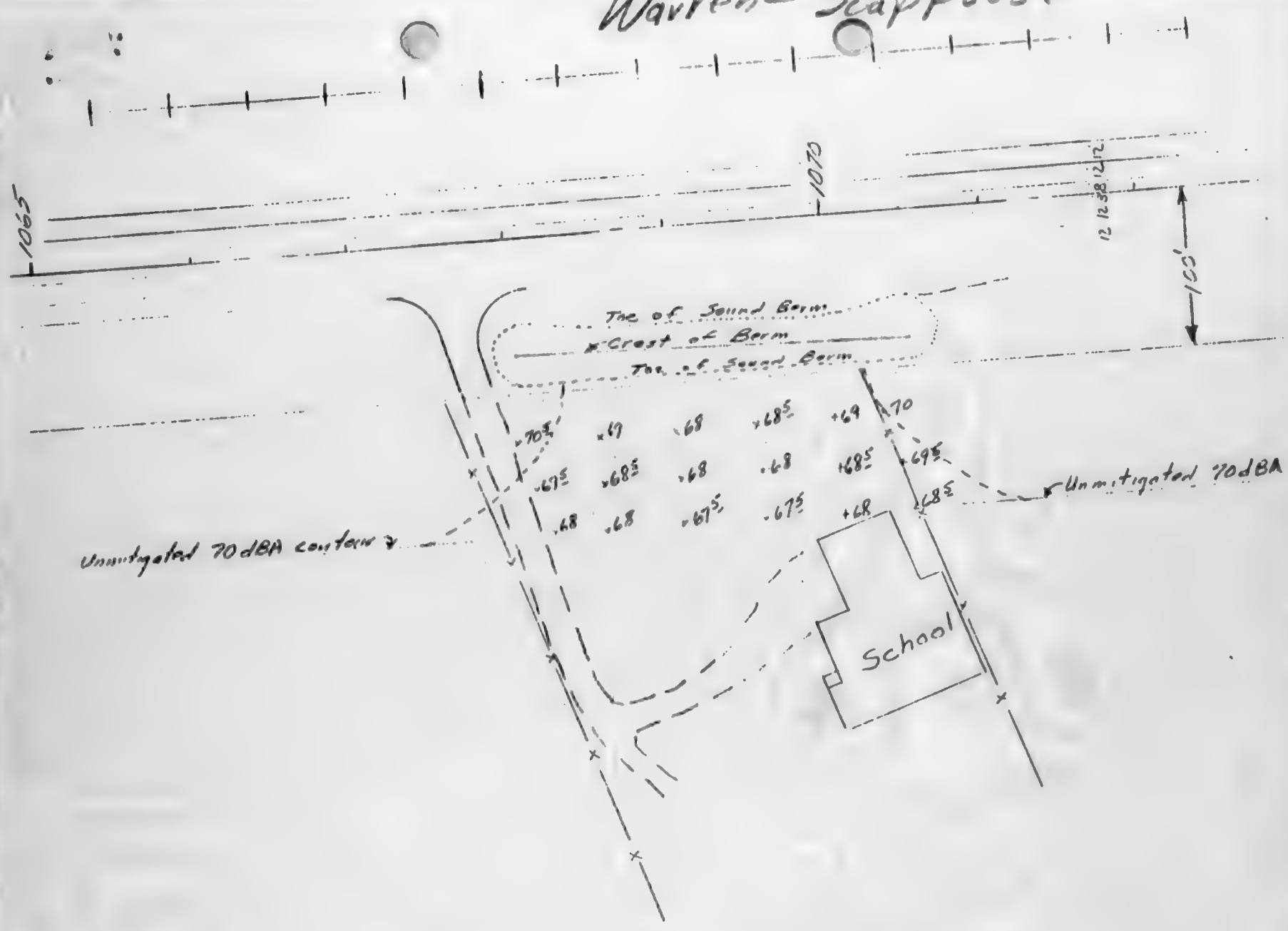
Do Not File ☐
Return To
Bring Up ___/___/___
Action

ADO:ab
Attachments
cc: Gary Potter
E. L. Hardt
Ken Rolfe

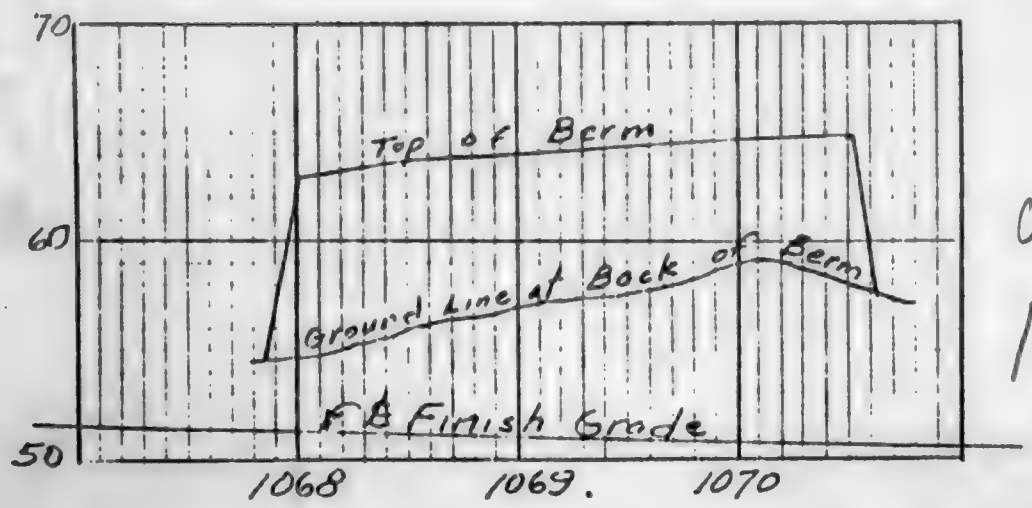
REFERRED TO

Beard Dorn
Cole Semple
Briksen Watson
Hager Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Warren - Scappoose



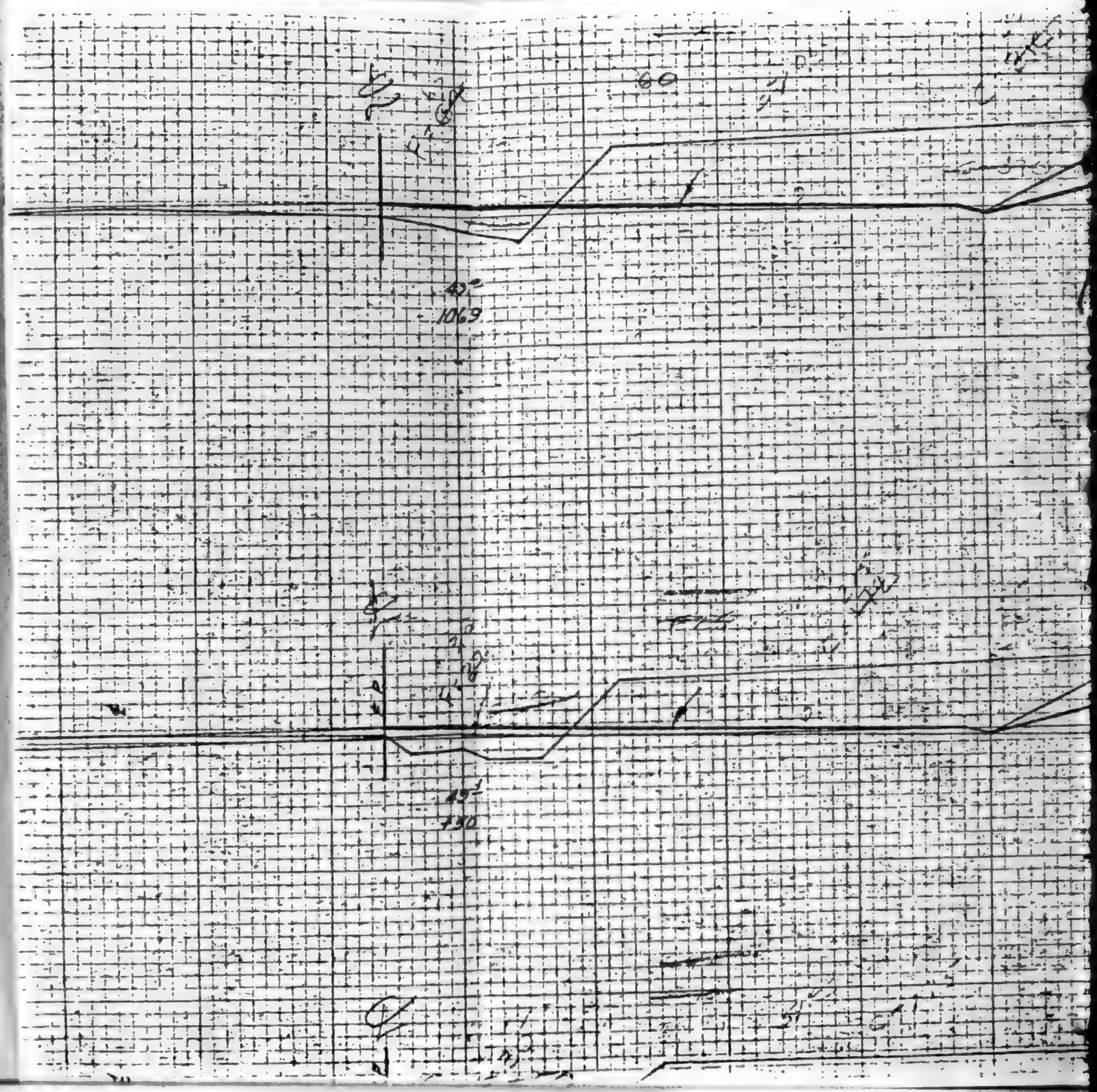
SKETCH SCALE 1" = 100'



Cross Sections look good
Henri
27 Jan. 77

1600 C.Y. Fill in Berm
+ 500 C.Y. Cut eliminated

PROPOSED SOUND BERM
WARREN - SCAPPOOSE SEC.
LOWER COLUMBIA RIVER HWY.
Prelim. Design 1-20-78 T.C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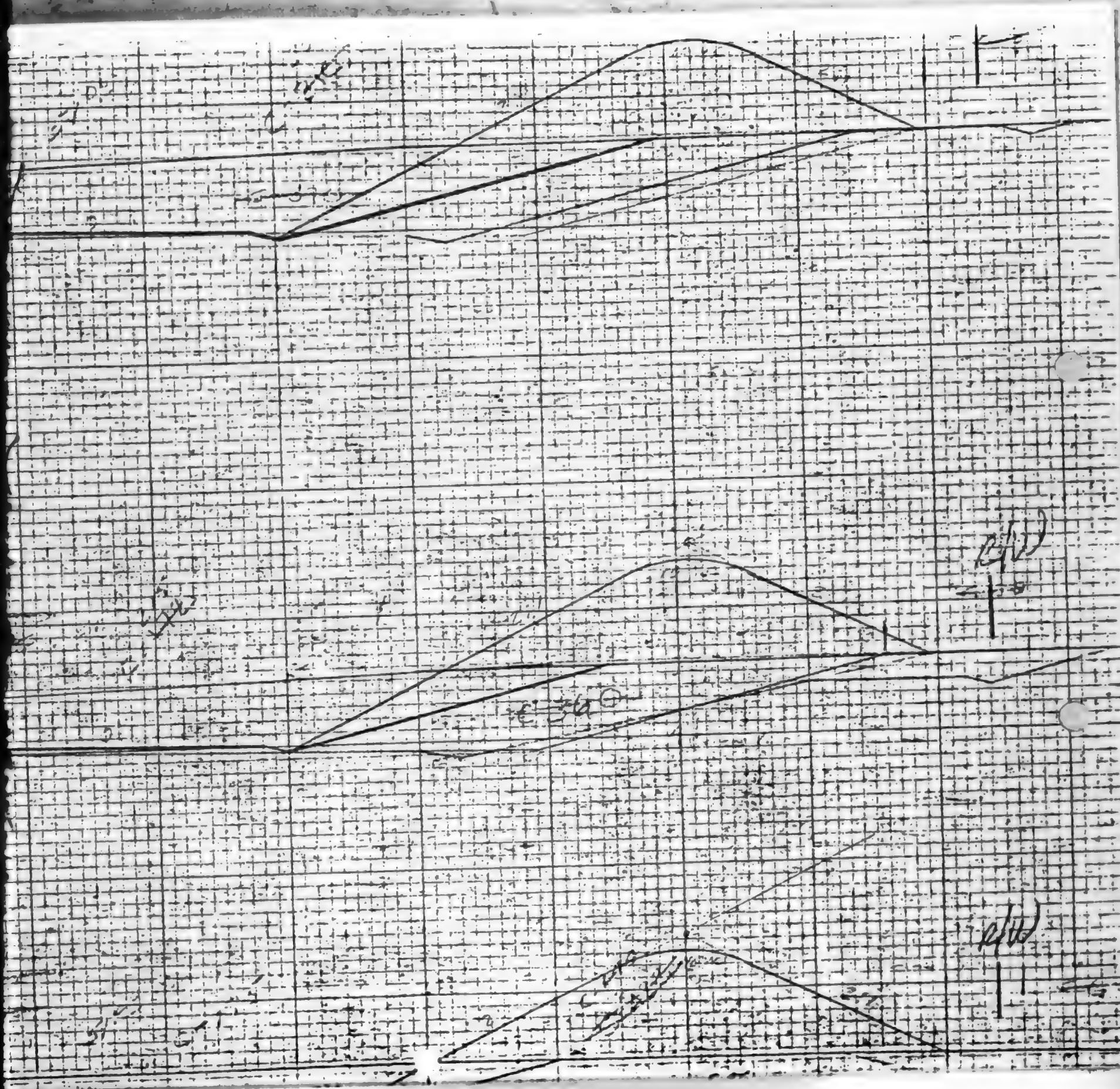
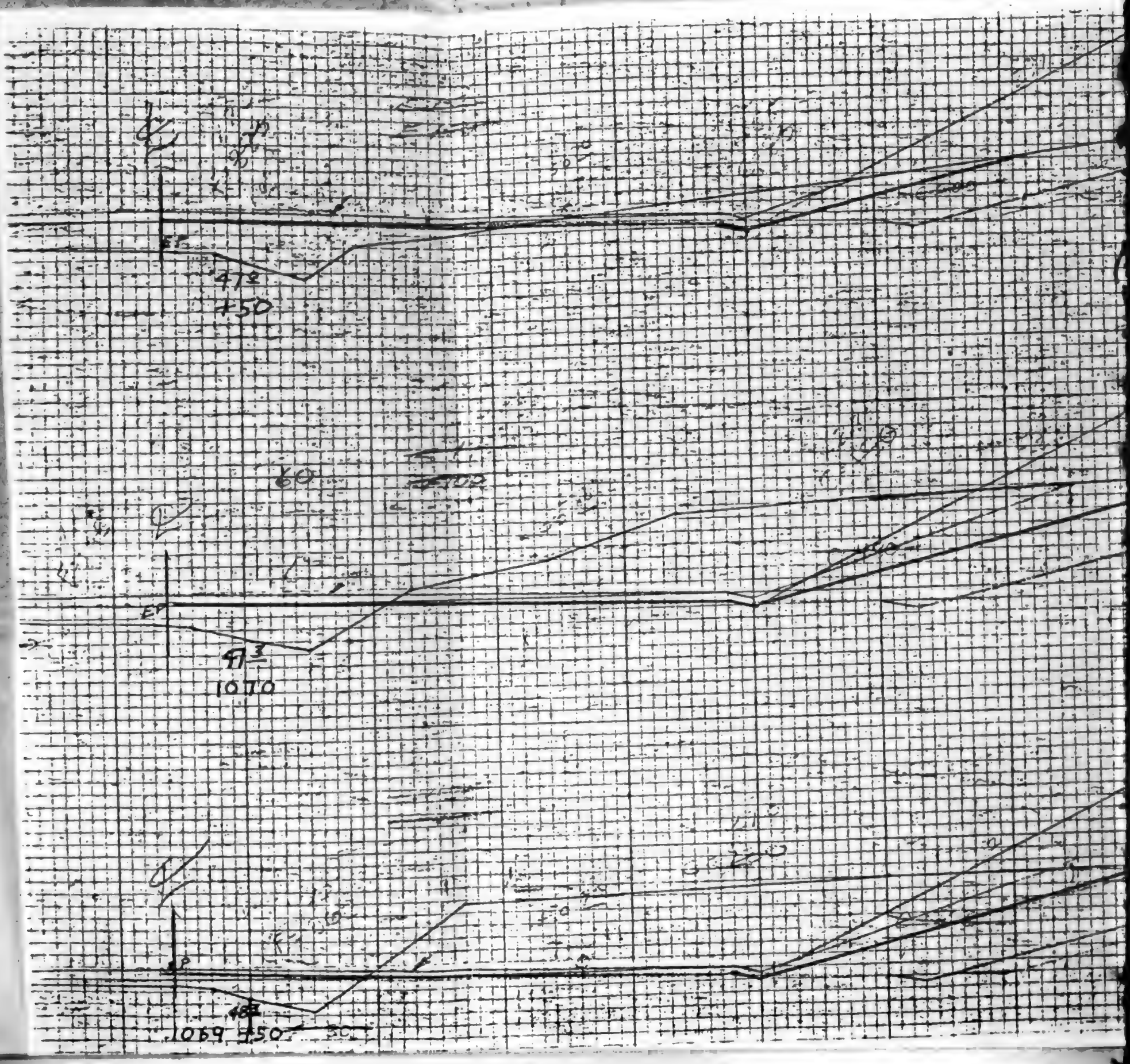
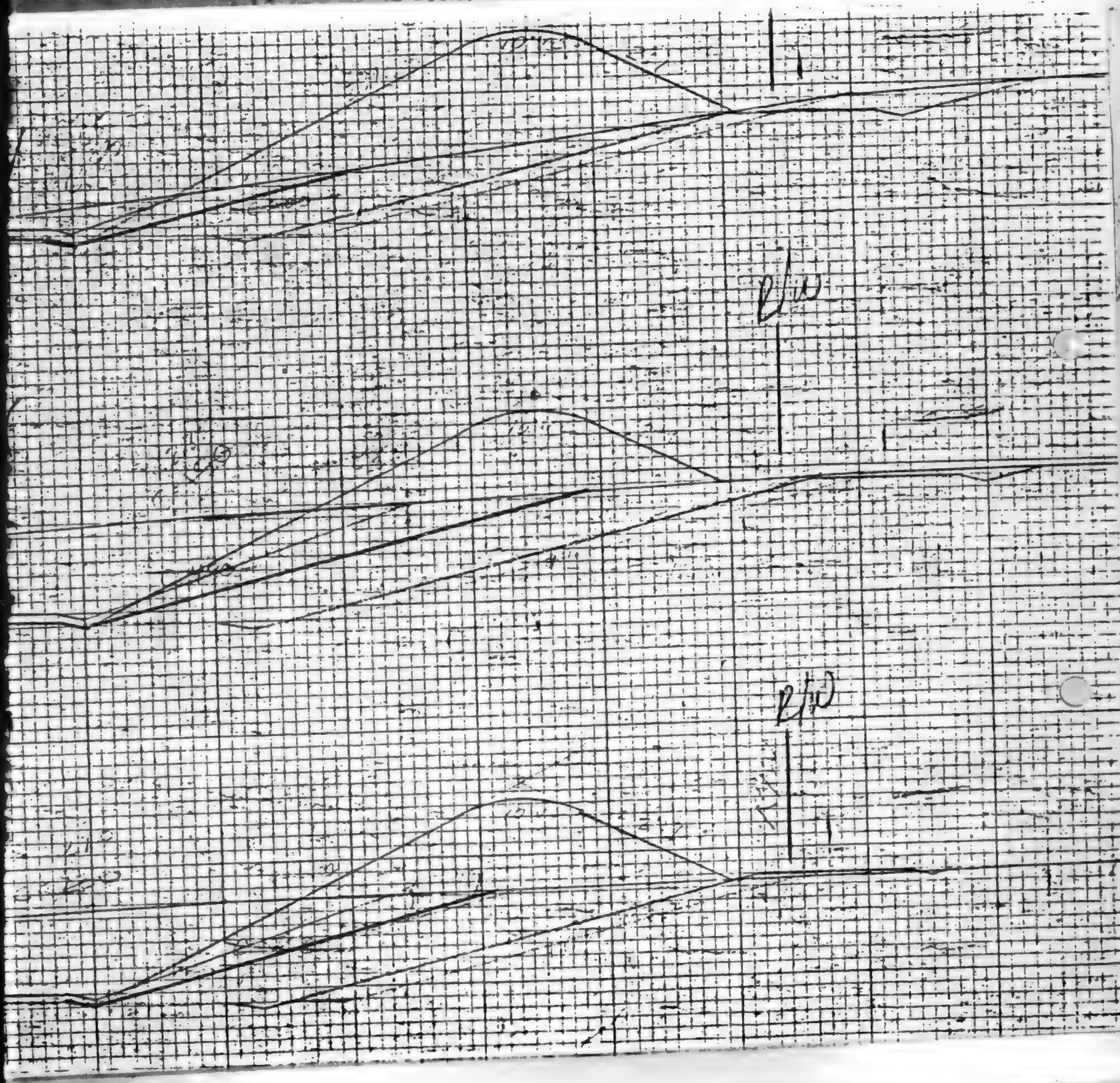
42
1063
42
1130




47½
750
60
E'
47½
1070
1069 750



8778

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 10, 1978

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway

TO: File

On December 20 the Scappoose City Council rejected a resolution that would have allowed improvement of the present highway corridor through the City.

ORS 373.015 requires that the State notify the City before proceeding with acquisition of right of way through any city. If the city objects to the proposed improvement, the State is required to hold a public hearing. It appears that the corridor-design hearing held in 1972 fulfills this requirement and the State does have the authority to acquire right of way within the city limits of Scappoose for the proposed Warren-Scappoose Section.

This was discussed with Don Harwell and he is of the opinion that regardless of our right to acquire right of way, the State must also reach an agreement with the City concerning grade changes, street closures, etc. If the City refuses to sign such an agreement, we cannot proceed with construction of the proposed section.

RJH:jk
cc: J. B. Boyd
R. N. Bothman
J. L. Sollis
D. N. Harwell
Ken Rolfe

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 10 1978
TAA _____ File: PM FA LG OP

Rolfe -
Proceed with
R/W acquisition in city.
Rod Henry

8798

2W

Salem, Oregon
December 27, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50084 - Burlington Northern Inc.
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is File 50084 covering 12 easement parcels to be obtained in the name of the State and 4 easement parcels to be obtained in the name of Columbia County from Burlington Northern Inc. for the subject project.

It is our understanding that prints of Encroachment Map 93-13-21 have been sent to Mr. Chidsey.

BY: *f*

Floyd O. Scott
R/W Descr. Engineer

FOS:mg

Attach.

8798

2W

Salem, Oregon
December 20, 1977

Lyle K. Watson
Design Engineer Supervisor

Marvin G. McEldowney
Senior Acquisition Agent

Driveway, Sta. 1145+90 Rt.
Warren-Scappoose
Columbia River Highway

Attached is a sketch map and a profile of the driveway for the H. D. and L. N. Keith property. The grade is a -20% which requires asphalt concrete surfacing. The alignment is skewed to keep the embankment slopes inside the property line. The alignment makes it difficult to get into and out of the garage.

NH:ab
cc: L. K. Watson

8798 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 20, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Warren-Scappoose
Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

Versteeg ✓
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

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DEC 22 1977
ENGINEERING SECTION

Trout

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Bring Up ___/___/___
Action

Began work April 1, 1977, to extend project from Wikstrom Road into Scappoose.

On April 22, 1977, Lyle Watson requested Traffic Section, by phone, to review design of Scappoose-Vernonia Road connection.

On April 25, 1977, a preliminary road connection design was sent to Bob Ewen at his request.

Letter dated May 20, 1977, from R. W. Failmezger to L. E. George with Traffic count and existing signal information.

Letter dated May 31, 1977, from L. E. George to J. H. Versteeg, recommending no signal. Ken Limbocker was to prepare a design and submit it to J. H. Versteeg.

Letter dated August 2, 1977, from R. W. Failmezger to R. T. Ewen giving his recommendations.

Letter dated August 23, 1977, from R. T. Ewen to J. H. Versteeg giving recommendations.

Letter dated August 31, 1977, from L. E. George to A. D. Olson giving their recommendations.

Letter dated September 2, 1977, from J. H. Versteeg to R. N. Bothman giving our recommendations and asking for approval.

On September 12, 1977, design was reviewed and I began work on it.

Letter dated September 20, 1977, from D. O. Christensen to Ken Rolfe to review Palmquist and Keith properties on how to handle right-of-way taking.

Letter dated October 7, 1977, from D. R. Adams to J. H. Versteeg. Road connection design is okay.

Letter dated September 27, 1977, (Rec. October 21, 1977) (Scott October 25, 1977) from H. McEldowney to D. O. Christensen on recommendations of

Palmquist and Keith properties.

Scott submitted descriptions on November 4, 1977.

LKW:ab

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1977

Mr. Brent Forseberg
Staff Biologist
Department of Fish & Wildlife
506 SW Mill Street
Portland OR 97201

Re: North Fork Scappoose Creek
Warren-Scappoose Section
Columbia River Highway

Dear Mr. Forseberg:

Attached are two prints of a location plan of the area around North Scappoose Creek indicating highway right of way and proposed alignment for the new section. Shown in red is the position of the proposed 60-foot structure which will be a clear span to prevent formation of a gravel bar downstream from the highway as is presently occurring. The two areas colored in brown are to be excavated for new channel. The small triangular intrusions into the stream channel are rock jetties or groins which will protect the banks and control the direction of the current, directing it to flow more smoothly under the new highway structure.

As you are probably aware, there will be a buildup of gravel between these jetties, whereas the main channel between them will remain relatively clear of high bars. The right bank is presently devoid of trees and vegetation. The new buildup between the jetties will reseed itself and possibly pick up a growth of willows which would provide shade, et cetera, for improved fish and wildlife habitat. The wide open space between banks as it presently exists is fully exposed to the sun and is certainly not conducive to this.

The second print is for your use and suggestions. If, after perusal by yourself and field men, you find our proposed plan is not all it should be, please get in touch with me so that it can be worked out. Our permit application to the Corps of Engineers is being held up waiting for a plan.

Very truly yours,

Richard L. Lenz
Hydraulics Engineer

Enclo
RLL:jp
bc F.E. Terpin
J.H. Versteeg
D.E. Keyes

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 16 1977
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

Form 81-734-3123

8798 2W

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 14, 1977

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: D. O. Christensen
Final Design Engineer

Jack Sullivan
Specifications Engineer

SUBJECT: Warren-Scappoose Section
Columbia River Highway
Columbia County

Presently 8' Shlds
Still in decision stage
Henry.

Please sign and stripe the shoulders of the above section as bicycle lanes. All such signing and striping should be charged to Group 8 suffix.

DES:mc

cc Elmer Scofield
Adrian Olson

No problem
ADL.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 15 1977
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8798 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-29-77

FEDERAL AID PROJECT NO.
S-27(11)
PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
FF-5

COUNTY NAME
Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-29-77	Primary 1 / Primary 2 W

GENERAL LOCATION:

"Warren-Scappoose Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-23-77 letter, you are now authorized to proceed with the actual acquisition of files #49927, 49928, 49929, and 49974 at a TEC NTE $30,000, Federal Funds - $25,740.

Federal participation is limited to that right of way actually incorporated in the final location

NOTED
F. B. KLABOE

Swan
11-30

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-77	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8798 C C 2W

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 16, 1977

Duane O. Christensen
Final Design Engineer

Max Klotz
Technical Services Engineer

Required Field Data
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

As per phone conversation between you and Lyle Watson on November 16, 1977. Following is a list of railroad crossings where existing ground profiles are needed, left of the tracks.

Bennet Road, Sta. 905+50

Church Road, Sta. 922+33

Frontage Road, Sta. 947+20

West Lane Road, Sta. 1088+11

Private Lumber Road, Sta. 1142+80

Please furnish the profiles as indicated on the attached sketch maps.

LKW:ab

Vanloeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 16 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

8798

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-15-77

FEDERAL AID PROJECT NO.: 27(11)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-5

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-15-77	Primary 1 / Primary 2W

GENERAL LOCATION:

"Warren - Scappoose Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☒ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REquested in Mr. Swan's 9-12-77 and 11-4-77 letter, you are authorized to proceed with all phases of right of way as outlined on R/W Map 9B-13-17 at a total estimated cost of $482,300 - Federal Funds $413,800. I approve the updated relocation plan of 10-21-77 and addendum dated 11-2-77.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 26,1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Mr. Swan's letter of October 25, 1977, provided additional information to support the State's request to proceed with actual acquisition of the balance of the right of way between Stations 1015+00 and 1156+00. The relocation plans submitted with the request cover Station 1079 to Station 1156. This leaves a gap in the plan from Station 1015 to Station 1079. The right of way plan submitted with the State's request, (9B-13-17) indicates some scattered improvements between Stations 1015 and 1079. The relocation plan should cover any displacements that might result from the acquisition of these improvements.

for
G. L. Green

cc:
R. Henry (R/W)
D.E.Swan (Proj. Mgt.)

cc Modring
10-31-77

RECEIVED
TECHNICAL SERVICES
OCT 28 '77
REFER TO
Boyd
FOR

8778

2W

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

REFERRED TO
Beard ____ Dorn ____
Cole ____ Sample ____
Eriksen ____ Watson ✓ LW
Hagar ____ Lau ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

DATE October 24, 1977

TO D.O. Christensen ✓ ATTENTION Lyle Watson
Final Design Eng. Design Team Supervisor
DOT - Salem

FROM Henry M. Brindley
Henry M. Brindley
Regional Appraiser
Milwaukie R/W

Versteeg ✓
Christensen DOE
George ____
Olson ____
Terpin ____
Sullivan ____
Scott ____
Savage ____
Trout ____

RECEIVED
OCT 27 1977
ENGINEERING SECTION

Do Not File ☐
Return To ____
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SUBJECT Underground Improvements in the New R/W
Warren-Scappoose Section
Columbia River Highway
Columbia County

This letter and the attached exhibits are furnished as a reply to a request from your office to Marvin McEldowney of this office earlier this month regarding R/W Files 48655, 48781, 48782 and 48851.

We have gathered information on other files during the appraisal process, so we are including the material gathered on other files in this report too.

The report starts at the north end of the project and continues south.

We did not include any information on wells, because the Region I Geologist made an extensive study of them.

✓ FILE 48655 - Labenske. There is an underground water line on the north side of the interior service road approximately opposite Station 908+65. We do not know the exact location since the information regarding location was gathered during the negotiation to purchase. It furnished water to the five cabins from a well near the large willow tree near the NW corner of the property. Xerox copy of R/W map with estimated location of water attached.

✓ FILE 48754 - Caniparolli. There is an underground water line on the south side of the gravel driveway running westerly from the well at Station 911+20. The well is about 40' west of the center line. The pipe exits from the west or north wall of a concrete pit adjacent to and west of the well. The State has no obligation to cap this pipe line, but it is something I believe the Resident Engineer should be aware of since I am sure the owner has hooked his new well into this pipe line system.

File 48754 - continued.

I do not know if he has cut the line and capped it at the R/W line. Xerox copy of R/W map with estimated location of well, pump pit and pipe line attached.

FILE 48756 - Widmer. There is an underground water line on the south side of the driveway running westerly from the well and pump opposite Station 914+40. The water pipe exits from either the north or west wall of the pump pit and runs westerly to the house. We do not know the exact location since Widmer had drilled another well and wasn't using this water source. I believe this line is still active and under pressure from the new water system. The State is not obligated to cap this pipe, but again I believe the Resident Engineer should be aware of it in case Widmer hasn't capped it beyond the R/W line.

FILE 48761 - Warren Baptist Church. There are two storm drains that empty into the highway drainage ditch west of Stations 919+00 and 919+20. They are about 1' below the surface in the ditch back slope. One is a 4" plastic pipe and the other is a 4" black fiber pipe. I believe they drain the eaves and basement footing of the church. Attached is a xerox copy of the R/W map depecting location of the drains. The church also has an existing sewage disposal system under the asphalt parking lot on the east side of the church. The State paid damages and this office designed a new system and acquired the necessary permits to construct, which were passed on to the church at the time of R/W purchase. However, they don't appear to have constructed the new sewage disposal system as of 10/19/77. We offer this information as background material for the Resident Engineer. Attached is a drawing of the church property in the scale of 1" = 30' prepared at the time this office was getting a permit from the DEQ for the new system which depects the location of the old sewage system under the parking lot between the church and highway.

FILE 48762 - Hafeman (Sullenger, Contract Purchaser) (Warren Market). There is a concrete subsurface drain that empties into the highway drainage ditch west of Station 920+60. It is a concrete pipe and enters the ditch from the back near the bottom of the ditch at the entrance to a culvert that carries storm water southward. Mrs. Sullenger told me it drained the area on which the store building is located. It would appear there would be no need to reconnect it to the new drainage ditch unless highway excavation work would indicate it serves other storm drains to the west. Location of the storm drain is depected on the attached xerox copy of the R/W map.

FILE 48763 - Sullenger. There is a septic tank drain line that runs into the Church Road R/W on the north side of Church Road at approximately Station "CH" 24+50. Location of the line is depected on the attached xerox copy of the R/W map. The State sold this property to the Warren Baptist Church with the understanding they would vacate this system and install a new system that would meet current DEQ regulations. Again, I mention this underground system as information to the Resident Engineer. This office designed a system and obtained a permit to construct from the DEQ and passed it on to the church at the time of the sale.

FILE 48775 - Muhr - Communication with the property owner at the time of appraisal revealed there is a storm drain from the basement wall footing of the house that empties into the highway drainage ditch at approximately Station 955+00, and another 12" field and storm drain that serves the trailer park on File 48776 at 955+25. The writer checked the reported vicinity of these drains, but was unable to locate them 10/19/77. A xerox copy of the R/W map is attached depecting the reported location.

FILE 48778 - Holmes (now McCoy). Contact with the former owner Mr. Holmes at the time of appraisal indicated there are two field drains that discharge into the highway drainage ditch at Station 962+30 and 965+85. I checked the reported locations 10/19/77, but could not find the tiles. It appears there is a discharge inside the fence at Station 965+85 due to the erroded condition of the ground. Pipe line permit #1274 to Fred Boesel dated 1/25/40 for a 6" conduit is attached. The irrigation line appears to be located as the permit suggests and illustrated on the R/W map, although it appears to be a 4" galvanized pipe laid directly in the ground and not protected by a conduit.

FILE 48780 - Johnson. Discussion with the property owner indicates there is a 4" clay field drain empting into the highway drainage ditch at approximately Station 975+80. It is reported to run westerly and then southerly, but the distances are not known. A xerox copy of the R/W map is attached showing the estimated location of the field drain. I inspected the property 10/19/77, but was unable to locate the line. The ground is still quite dry and it is difficult to prob.

FILE 48781 - Malarkey (Herman McNeely, Contract Purchaser). Attached is a copy of pipe line permit #3227 indicating an irrigation line 3" in diameter is located at Station 816+24. I estimate this to be about Station 979+30. There is also reported to be two field drains, but the exact location is unknown. I talked to Melvin Johnson, former owner who farmed the property for years, on 10/18/77 by telephone and was told the one drain was located near the pipe line crossing and the other near the driveway approach to the highway. The drain near the driveway approach is reported to drain the basement footing of the residence. A xerox copy of the R/W map is attached depecting our best estimate of the drain line locations. I checked for location on 10/19/77, but due to the dry ground it was difficult to prob and find the exact location. These drains should be visable, however, with the arrival of the winter rains. Melvin Johnson stated he kept them cleaned out when he lived on the property, which is about 3 or 4 years ago.

FILE 48782 - McNeely. This property has a conduit under the highway and railroad for an irrigation pipe at approximate Station 983+95. This location was reported to me by Herman McNeely 7/21/76. However, the attached permit from the State indicates it should be located at Station 981+92, map #9B-13-16. Mr. McNeely told me the conduit is about 3 or 4 feet below the surface. I also talked to the man who helped him put it under the railroad and highway R/W's. He confirmed McNeely's remarks about location and depth. His name is Guy Luttrell of Yankton, Oregon, phone 397-2140.

There are also 3-4" drain tiles that empty into the highway drainage ditch from the McNeely tract. They are located at approximately Station 942+52, 985+42 and 987+50. Mr. McNeely located these lines 7/21/76 as they are depected on the attached xerox map. The drain tile at Station 984+52 picks up water from the present on-site sewage disposal system from the house, fruit stand and trailer house and empties it into the ditch when the ground has a high water table. I base this statement on the fact that during the late winter and spring this line will discharge water and there will be a great deal of moss and other plant life growing in it, which suggests the water contains organic matter. It is my opinion this line should not be reconnected to the new drainage ditch in the interest of public health.

The tile located at Station 985+42 drains the basement footings and eaves of the McNeely house. The tile at Station 987+50 is a field drain and ends near the south edge of the lawn surrounding the residence.

FILE 48851 - Theresa (McNeely) Johnson. There is a 1" water line that runs from the well on File 48782-McNeely. This water line crosses the R/W line at approximately Station 990+25. Information on location of this water line was obtained from Herman McNeely and Mrs. Johnson. The discharge end of the line is visable in the concrete slab near the foundation wall which supported the house before it was moved back. The estimated location of this water line is depected on the attached xerox copy of the R/W map. The State is obligated to cap this water line.

There are also two field drains that empty into the highway drainage ditch from this property. There is a 4" concrete tile at Station 990+25 which I believe carried the water from the eaves of the house when it was located at the site within the R/W needs. The other tile located at Station 990+70 is an 8" clay which serves a large area to the west and north of the highway. Mr. McNeely and S.C.S. people in Scappoose think this line was installed years ago when the property was the county poor fram. They believe there are many smaller lines that discharge into it. I have checked this line numerous times and always found it discharging water into the ditch even in late summer and early fall.

FILE 48785 - Tarbell - There is a 4" concrete tile that empties into the highway drainage ditch from the cut slope of the driveway to the farmstead at approximately Station 999+50. It is about 4' below the surface of the ground. Mr. Tarbell reports it drains the basement of the residence. Location of the tile and the approximate route to the house are depected on the attached xerox copy of the R/W map.

FILE 48774 - Warren School (District #7). I believe a potential problem may arise with the drainage for the school building eaves if the earth sound berm is constructed. During the appraisal phase of the R/W work it was necessary to locate the out fall line from the east wall of the brick portion of the building to the septic tank. Probing of the ground in this area indicated there is a great deal of gravel about 1' below the surface. Conversation with the building custodian indicates there are several drain lines from the eaves that run eastward from the building into the gravel area illustrated on the attached xerox portion of the R/W map 9B-13-16. However, I have looked several times during rainy periods but could not find any indication of a discharge to the highway drainage ditch. The earth berm will add considerable weight to this area and I wondered if it might cause the water entering this area to pond on the surface between the building and the berm. Perhaps consideration should be given to putting a drain line under the berm to the drainage ditch.

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HMB:kf

A.D. Olson
2W

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE September 29, 1977

TO J.B. Boyd
Right of Way Engineer
DOT - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48774-Warren Grade School
Warren-Scappoose Section
Columbia River Highway
Columbia County

Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
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ENGINEERING SECTION

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As per A.D. Olson's letter of January 20, 1977 (copy attached), indicates the proposed highway facility would move the centerline 19 feet closer to the school, and widening to 4 lanes would move the nearest traffic lane approximately 40 feet closer to the school. The combination of these factors, plus the expected traffic increase, would result in a traffic noise increase in 20 years to 2 to 3 dBA. Studies indicate existing noise levels at the closest point of the building to the roadway is 69 dBA, and at the upper floor of the older structure outside is 66 dBA. This would raise the noise level to about 71 dBA at the portion of the school nearest the highway.

Based on the above, the Design Section has designed a 14-foot earth berm adjacent to the school building. This is expected to provide a 4 to 5 dBA attenuation at the school building. Most of the activity area will be within the shadow zone of the berm. This expected decrease in the dBA will bring it within the guideline limits.

There is a possibility that the earth berm will not affect the upper floor of the older section of the school. In the event that noise levels exceed F.H.A. guideline limits for that portion of the school, I would like to have authorization to put in the option that we will make additional noise studies on the second floor at completion of construction and, if they exceed guideline limits, we will install storm windows and/or a ventilating system that will bring the noise levels within the acceptable limits.

This is as I see it. — Discussed w/ Rod Henry & suggested that option cover measurements after construction to see if berm has given relief - if not, windows can be closed, etc., at that time.
A.D.

We have already obtained an estimate for installing insulated window units in the upper floor for $2,310. We also have an estimate to install ventilating equipment to the upper floor for $4,893. There is an excellent possibility, according to the noise study, that double windows would not be necessary, and just the closing of the windows would provide the desired attenuation. In this case, only the ventilating fan would be necessary.

I believe we have two choices -- 1) we can agree to put the ventilating fan in at this time and be through with the problem, hopefully, or 2) we can agree to come back after construction and put the ventilating fan in at that time if studies indicate that it is necessary.

I would like to have your recommendation as to which procedure you recommend I should follow and authorization to proceed accordingly.

KR:kf

cc A.D. Olson

8798 C C 2W

Salem, Oregon
September 26, 1977

Lyle K. Watson, Lw

Duane O. Christensen
Final D ign Engineer

Marvin McEldowney
Sr. Acquisition Agent
Region I

Approach--Sta. 978+45 Rt.
Warren-Scappoose
Lower Columbia River Highway

As per your request, the construction cost for this approach would be $1,400.00. See attached supporting data.

LKW:az

8798

Rt. 2, Box 53
Scappoose, Oregon
September 26th, 1977

Mr. H. S. Coulter
OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

Re: Letter of 25 August 1977

Dear Mr. Coulter:

The State's offer of $23,550 is hereby REJECTED as being totally unreasonable, both from plan of action and monitary compensation standpoints.

Before we can consider any further offers, by the State, we must have the following:

1. A break down of the exact moneys allowed for each of the improvement taken.

2. An amount for the damage to the balance of the property.

3. The striking of any and all "work areas" from the balance of the property.

4. An equitable sum for the land taken.

We feel that the amount offered, by the State, is less than 30% of the actual value of the property taken and the damages done to the remainder. I have examined and re-examined your proposal and there is no way that I can possibly reconcile even my most meager estimates of damages with your offer.

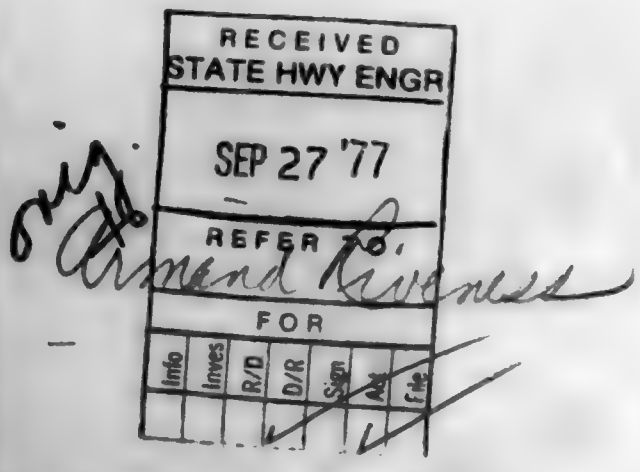
Also, under no circumstances can I see any real reason for any work areas on the balance of the property. I have examined the maps and grades and discussed these with local road preparers and they and I are in agreement that the destruction of the areas, proposed, is unnecessary to the reconnection of the driveways. I, therefore, must insist that these work areas be struck from the plan, as these are an invasion of my privacy and an unwarranted distruction of my property.

I will resist such wantan destruction with every means at my disposal.

There are, also, other consideration which you have not taken into accout, items which are better discussed in person, than by mail. It is, therefore, my suggestion that you make arrangements so that I can meet with some person who can actually negotiate and make agreements, which can be binding on the part of both the State and Erickson Enterprises, a person, on your part, who will not make treats and who can offer a <u>reasonable</u> settlement.

Yours truly,

Kenneth S. Erickson
ERICKSON ENTERPRISES, Inc.



ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

CERTIFIED MAIL

Erickson Enterprises, Inc.
c/o Mr. Ken Erickson
Rt. 2, Box 53
Scappoose, Oregon 97056

File 48793
Warren-Scappoose
Section
Columbia River Highway

Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes including its use for the use of a portion thereof for a connection with Fullerton Road:

PARCEL 1

A parcel of land lying in Lot 1 of Section 36 and in the R. S. Fullerton D.L.C. No. 40, Township 4 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Erickson Enterprises, Inc., recorded in Book 146, Page 729 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southerly of the following described line:

Beginning at a point opposite and 75 feet Northwesterly of Engineer's Station 1031+00 on the center line of the relocated Columbia River Highway; thence Southwesterly in a straight line to a point opposite and 105 feet Northwesterly of Engineer's Station 1033+50 on said center line; thence

Southwesterly in a straight line to a point opposite and 70 feet Northeasterly of Engineer's Station "Fu" 1035+50 on the center line of relocated Fullerton Road; thence Northwesterly in a straight line to a point opposite and 50 feet Northeasterly of Engineer's Station "Fu" 1038+00 on the center line of said Fullerton Road.

The center line of the Columbia River Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 1013+00, said station being 1277.58 feet North and 396.08 feet East of the Southwest corner of Section 30, Township 4 North, Range 1 West, W.M.; thence South 23° 58' West 2338.15 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 22° 35' 30" West) 550 feet to Engineer's center line Station 1041+88.15 Bk.= 1041+88.43 Ah.; thence South 21° 13' West 2311.57 feet to Engineer's center line Station 1065+00.

The center line of relocated Fullerton Road herein referred to is described as follows:

Beginning at Engineer's center line Station "Fu" 1034+34, said station being 677.79 feet South and 473.14 feet West of the Northeast corner of Section 36, Township 4 North, Range 2 West, W.M.; thence North 67° 23' 30" West 716.0 feet to Engineer's center line Station "Fu" 1041+50.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.75 acre, more or less.

A permit of entry to enter upon the following described real property for the purpose of constructing, but not thereafter maintaining, road accproaches to Fullerton Road in connection with said project. This will be done as part of the work and cost of the project. The real property to which this permit is applicable is described as follows:

PARCEL 2

A parcel of land lying in Lot 1 of Section 36, Township 4 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Erickson Enterprises, Inc., recorded in Book 146, Page 729 of Columbia County Record of Deeds; the said parcel being that portion of said property lying between lines at right angles to the center line of relocated Fullerton Road at Engineer's Stations "Fu"1035+75 and "Fu"1036+35 and Southwesterly of a line parallel with and 130 feet Northeasterly of said center line, which center line is described in Parcel 1.

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 3,864 square feet.

PARCEL 3

A parcel of land lying in Lot 1 of Section 36, Township 4 North, Range 2 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Erickson Enterprises, Inc., recorded in Book 146, Page 729 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Northwesterly of a line at right angles to the center line of relocated Fullerton Road at Engineer's Station "Fu"1037+40 and Southwesterly of a line parallel with and 100 feet Northeasterly of said center line, which center line is described in Parcel 1.

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 1,155 square feet, more or less.

All rights of access of every nature to the right of way of said highway project including Fullerton Road; except, that there shall be no restriction of access to:

1) Fullerton Road Westerly of Highway Engineer's center line Station "Fu"1036+00 on Fullerton Road, and

2) The areas described as Parcels 2 and 3.

The State has found it is necessary to acquire and remove all of that certain house located partially upon the real property hereinabove described and partially upon your remaining real property approximately opposite Highway Engineer's center line Station 1033+90 and Westerly of the center line of said highway; and in connection therewith, it is necessary to acquire a right of entry to go upon your remaining real property contiguous to said house for the purpose of moving, dismantling, or otherwise disposing of the same.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $23,550.00.

The State will, however, accept the conveyance subject to the interest of others than yourself in the following encumbrances:

Agreement for construction and maintenance of a dam and for use of the water of Sly Creek as evidenced by an agreement recorded September 17, 1942, in Book 70, Page 602, Deed Records.

Easement to Portland General Electric Company, recorded July 6, 1955, in Book 126, Page 179, Deed Records.

Easement to Walter S. Erickson, et ux., recorded January 12, 1961, County Clerk's File No. 175, and in deed to Irving T. Erickson, recorded January 12, 1961, County Clerk's File No. 173.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

8798 ZW

Salem, Oregon
September 20, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Ken Rolfe
Region 1 Right-of-Way Supervisor

Warren Scappoose
File 164-101 & 162-888
Lower Columbia River Highway
Columbia County

Please review the Palmquist and Keith properties.

The Palmquist property will require a new driveway, Sta. 1144+70±. Access into the building would have to be changed. A P.C. concrete wall may be required in front of the building, wall cost $3,000. Damages could be more than the building is worth.

The Keith property will require a P.C. concrete wall if any front yard is to be retained, wall cost $6,500. The view, from the house, will be restricted by a 6' high wall or fill.

See attached sheets for plans and cross-sections.

Please make recommendations for right-of-way taking of these properties.

LKW:az
cc: Bob Ewen
Lyle Watson

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 21 1977
ENGINEERING SECTION

Trout
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Action

5798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 15, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

Federal Aid Engineer D. E. Swan's letter of September 12, 1977 requests authorization to proceed with acquisition of right of way from Stations 1015+00 to 1156+00. Before authorization can be made, the following information or data is requested:

1. Four families and eight businesses are to be displaced from the section of highway to be authorized. The State's relocation plan is over 2 years old. The relocation plan should be updated to reflect present conditions.

2. The right of way map submitted with the request letter indicates a frontage road will be constructed easterly of Stations 1079+00 to 1099+00. The frontage road will evidently serve properties between Stations 1079+00 and 1106+00. The map indicates that the properties to be served by the frontage road are presently accessed across the railroad tracks to the existing highway. The map does not indicate whether or not these accesses will be closed. Please advise if the existing accesses that serve properties between Stations 1079+00 and 1106+00 will be closed.

3. It is our understanding that there is an active auto wrecker or junkyard in the vicinity of Station 1105+00. The map submitted indicates that right of way must be acquired from the property. This would be an opportune time to bring this yard in conformance with the junkyard screening requirements if it does not presently conform. Your comments are requested.

Please provide the requested information so that we may proceed with authorization of this project.

RECEIVED TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (F Lowe)
OSHD (D Swan)
Mathias-2

8771 ZW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 13, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Warren-Scappoose
Lower Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

Vernetag ✓ Christensen George Gibson Fugate Sullivan Scott Savage

RECEIVED
SEP 15 1977
ENGINEERING SECTION

73 Trout

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Action

Status report on plans.

FINAL DESIGN:

Approximately six weeks of design time will be required to complete a set of preliminary plans.

Slope lines on the railroad property have been furnished for an encroachment map from Sta. 889+00 to Sta. 1080. Slopes from Sta. 1080 to Sta. 1156 have not been furnished this date. Six months will be required for an agreement with the Railroad after Chidsey receives maps and descriptions.

Some other items that have not been completed are: temporary erosion control; plans from Sta. 1080 to Sta. 1156; reviewing right-of-way obligations; access grades; etc.

All slopes have been given to Scott to write descriptions except at the intersection of the Vernonia-Scappoose Road. A field review has been made at this intersection and this information will be to Scott within a week.

RECEIVED
ENVIRONMENTAL SECTION
SEP 19 1977

Some decisions still required are:

The need for fish baffles in the Minor Creek Structure.

An extension or abandonment of a Cattle Pass at Sta. 1045.

Location of existing gas tanks at two service stations.

The need for a conduit for an existing irrigation system at Sta. 966.

Referred to Arpin to Pete George — return this to Hal Devereaux. GLP

The appropriate sections have been contacted requesting the necessary information.

Structures at North and South Scappoose Creeks, and a combination structure and RCBC at Honeyman Creek will require widening. The Structures Section anticipate starting design approximately October 1, 1977, with 16 weeks of design time required.

RECEIVED
SEP 22 1977
Environmental Section

Hal: we also have noise study report - and mitigation necessary at Warren School and possibly at 7 day adventist School.

RCBC's at Warren and Minor Creeks are to be lengthened.

Don Keyes has been notified that a 404 Permit will be required. Plans are not complete and have not been furnished.

An archaeology study has not been made. correct ✓

The Right-of-Way Section has finalized 44 of 63 files from Sta. 889+00 to Sta. 1080. Of the 19 files remaining, 8 have been recommended for commendation and 11 are still active. No files from Sta. 1080 to 1156 have been received by the field.

LKW:az
cc: J. B. Boyd
J. Chidsey
Walt Hart

1 Versteeg ✓
Christensen
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BY FINAL DESIGN ENGINEER

8798 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 13, 1977

FILE:

FROM: NEIL FLANAGAN
Property Manager

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: File No. 46429
Warren-Scappoose Section
Columbia River Highway
Columbia County

Having seen the extended cross-section provided by Mr. Norm Henry, it now appears that an overview situation will not exist. No special design features need be included with the construction of this section.

When design has been finaled, a recheck of the sight line should be made. If additional screening is needed, we will make provision for that as part of our right-of-way acquisition.

REFERRED TO

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Cole Sample
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BY FINAL DESIGN ENGINEER

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Salem, Oregon
September 2, 1977

J. H. Versteeg
Head of Engineering

R. N. Bothman
Metropolitan Engineer

Warren-Scappoose Unit
Intersection Vernonia Highway--
Highway 30
Lower Columbia River Highway

Attached is the Traffic Engineer's analysis of the subject intersection. Mr. Ewen had previously recommended by letter of August 23 to combine the Crown-Zellerbach road and the Vernonia Highway at the same intersection.

The Traffic Engineer recommends the two connections be separate and that no traffic signal be installed at the Vernonia Highway intersection at this time. This office concurs with the Traffic Engineer's recommendation of separate intersections and will prepare the plans accordingly unless there are factors of which we are not aware.

DNS:az
cc: Bob Ewen
E. L. Hardt
L. E. George

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson 2W
Hager	Wolfe

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BY FINAL DESIGN ENGINEER

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8798 (C) (C) 2W

Salem, Oregon
August 26, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached are 14 Files and an authorization covering R/W between Stations 1080 to 1120 on the subject section.

These are being submitted, prior to the completion of the Southerly portion of the project, at the request of Ken Rolfe who evidently needs work for his people.

The balance of the descriptions (approximately 8 Files) will be submitted as soon as the design work is completed.

R/W prints for this submittal will be delivered to your office soon.

attached

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

cc: Ken Rolfe

8798

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

CERTIFIED MAIL

Glenn O. Tarbell and
Doris Tarbell
Rt. 2, Box 27
Scappoose, Oregon 97056

File 48785
Warren-Scappoose
Section
Columbia River Highway

Dear Sir and Madam:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes:

PARCEL 1

A parcel of land lying in the Phillip Laffer D.L.C. No. 43, Township 4 North, Range 1 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Glenn O. and Doris Tarbell, recorded in Book 64, Page 411 of Columbia County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northwesterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 970+00, said station being 4894.63 feet North and 2685.10 feet East of the Southwest corner of Section 30, Township 4 North, Range 1 West, W.M., thence South 28° 22' 30" West 746.34 feet; thence on a spiral curve right (the long chord of which bears South 30° 15' West) 750 feet;

thence on a 3819.72 foot radius curve right (the long chord of which bears South 34° 26' 15" West) 58.33 feet; thence on a spiral curve right (the long chord of which bears South 38° 37' 30" West) 750 feet; thence South 40' 30' West 62.60 feet; thence on a spiral curve left (the long chord of which bears South 38° 37' 30" West) 750 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 32° 14' West) 352.22 feet; thence on a spiral curve left (the long chord of which bears South 25° 50' 30" West) 750 feet to Engineer's center line Station 1012+19.49 Bk.= 1012+19.95 Ah.; thence South 23° 58' West 780.05 feet to Engineer's center line Station 1020+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line
993+04.67		997+50	75 in a straight line to 100
997+50		1005+00	100

ALSO that portion of said property lying Southeasterly of said center line.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.03 acres, more or less, outside of the existing right of way.

A permit of entry to enter upon the following described real property for the purpose of constructing, but not thereafter maintaining, a road approach in connection with said project. This will be done as part of the work and cost of the project. The real property to which this permit is applicable is described as follows:

PARCEL 2

A parcel of land lying in the Phillip Laffer D.L.C. No. 43, Township 4

North, Range 1 West, W.M., Columbia County, Oregon and being a portion of that property described in that deed to Glenn O. and Doris Tarbell, recorded in Book 64, Page 411 of Columbia County Record of Deeds; the said parcel being that portion of said property lying between lines at right angles to the center line of the relocated Columbia River Highway at Engineer's Stations 998+60 and 999+20 and between lines parallel with and 100 feet Northwesterly and 195 feet Northwesterly of said center line, which center line is described in Parcel 1, containing 5,700 square feet, more or less.

All rights of access of every nature to the right of way of said highway project; provided, however, that there shall be reserved for service of the remaining land the following:

A right of access to the right of way of said highway of a width of 35 feet on the Westerly side thereof opposite Highway Engineer's center line Station 998+95.

And further provided that there shall be no restriction of access to the area described as Parcel 2.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $17,550.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrances:

Water pipe line easement recorded August 12, 1968, in Book 170, Page 206, Deed Records of Columbia County, Oregon.

Road easement and agreement recorded December 7, 1973, in Book 194, Page 62, Deed Records of Columbia County, Oregon.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

8798

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: J. H. VERSTEEG, Head
of the Engineering Section

DATE: August 23, 1977

FROM: ROBERT T. EWEN
Region Location Engineer

SUBJECT: Warren-Scappoose Unit Intersection
Vernonia Highway-Highway 30
Prefix: 5-1912

At your request, we have reviewed intersection plans for the intersection of Vernonia Highway and Highway 30 at the northerly edge of Scappoose. We attach sketch maps for two alternatives that were studied by the staff at the METRO and Region I offices.

After review by three traffic engineers (copies of their reports are attached), we recommend that Alternative B be developed for inclusion in the project plans. This alternative places the Crown-Zellerbach road and Vernonia Highway at the same intersection. From the traffic engineers reports, this location will better suit all turning movements and minimize traffic delays by signalization of this intersection. The alternative plan B that we submit herewith also includes a turning lane from Vernonia Highway southerly on Highway 30. We recommend that no access limits be developed from North Scappoose Creek on Vernonia Highway along the turning lane to an opposite 1148+00. Access to this abutting area should be via city streets. Please advise if any further data is desired.

ja
Enclosures
cc: R. N. Bothman
E. L. Hardt

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Troth

RECEIVED
AUG 24 1977
ROAD DESIGN SECTION

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81-125-1387

8798

2W

ORIGINAL SIGNED BY
J. H. VERSTEEG

Salem, Oregon
July 11, 1977

J. H. Versteeg
Head of Engineering

Kenneth Rolfe
Region Right-of-Way Supervisor

Warren-Scappoose Project House
File 48684
Lower Columbia River Highway
Columbia County

We have reviewed the use of the proposed restaurant building as a project office. Reconstruction of the connection of Church Road will entail a cut slope which will pass through a portion of the building as shown on the attached sketch. This would mean that the building probably coudd not be used for the entire life of the project.

The building may be used as a project house until such time as construction would interfer so long as no money is spent on remodeling of the building.

DOC:az
Attachment
cc: E. L. Hardt
L. K. Watson

Versteeg
Olson
Peterson
Scott
Swenson
Savage
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JUL 12 1977
ROAD DESIGN SECTION

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE JULY 1, 1977

TO J.H. Versteeg
Road Design Engineer
DOT - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Warren-Scappoose Project House
File 48684
Columbia River Highway
Columbia County

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Swenson
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Attached is a detail map showing the existing Warren Drive In restaurant building, and also a plot plan of the property.

Would you please look at this in light of our construction plans and determine if it would be plausible to use the concrete block restaurant building for a project office. This building would have no salvage value and it appears that construction would not be very close to it.

The house that we had planned to use as a project office has a water problem which will have to be solved if we intend to use it for a project office. If we don't use it, we would either sell the house or use it for trading stock in R/W negotiations.

KR:kf

attachments

RIGHT OF WAY SECTION
RECEIVED
JUL 5 1977
RE ARE ARA FS CA RS
AS CE CS FAO

920
925
48760
Deed 206-34
Deed 207-146
48759
0.14 Ac.±
Mabee Allert (C.P.)
168-887
2.33 Ac.± Rt.
Deed 211-431
48761
0.23 Ac.±
2.05 Ac.± Rt.
Warren Baptist Church
160-714
185-913
0.23 Ac.± Rt.
Unrecorded Contract
48762
0.19 Ac.±
Hofeman
Sullenger, et al (C.P.)
157-169
1st Swedish Baptist Church
64-617
48763
0.26 Ac.± Rt.
0.01 Ac.±
Sold to Warren Bapt. Church
211-561
Deed 207-692
48764
0.55 Ac.±
Sullenger
199-103
48761
0.04 Ac.±
Fd. ½" I.P. (Bent)
48684
5400 ft.±
M. Frank
183-736
168-209, 210
161-295
202-906
J.& E. Bartlett (C.P.)
Unrecorded
0.71 Ac.± Lt.
48766
Deed 205-790
0.03 Ac.±
48767
Deed
1.78 Ac.±
48765
2.62 Ac.± Ft.
McCooper Estate
Oregon Baptist Retirement Home
187-223
J.E. & J.M. Homman
158-723
154-916
157-577
172-926
Smith
Frankel
Fd. ½" I.P.
Fd. ¾" I.P.
Fd. ¾" I.P. Lt.
Fd. ¾" I.P. Rt.
Fd. ¾" I.P. Lt.
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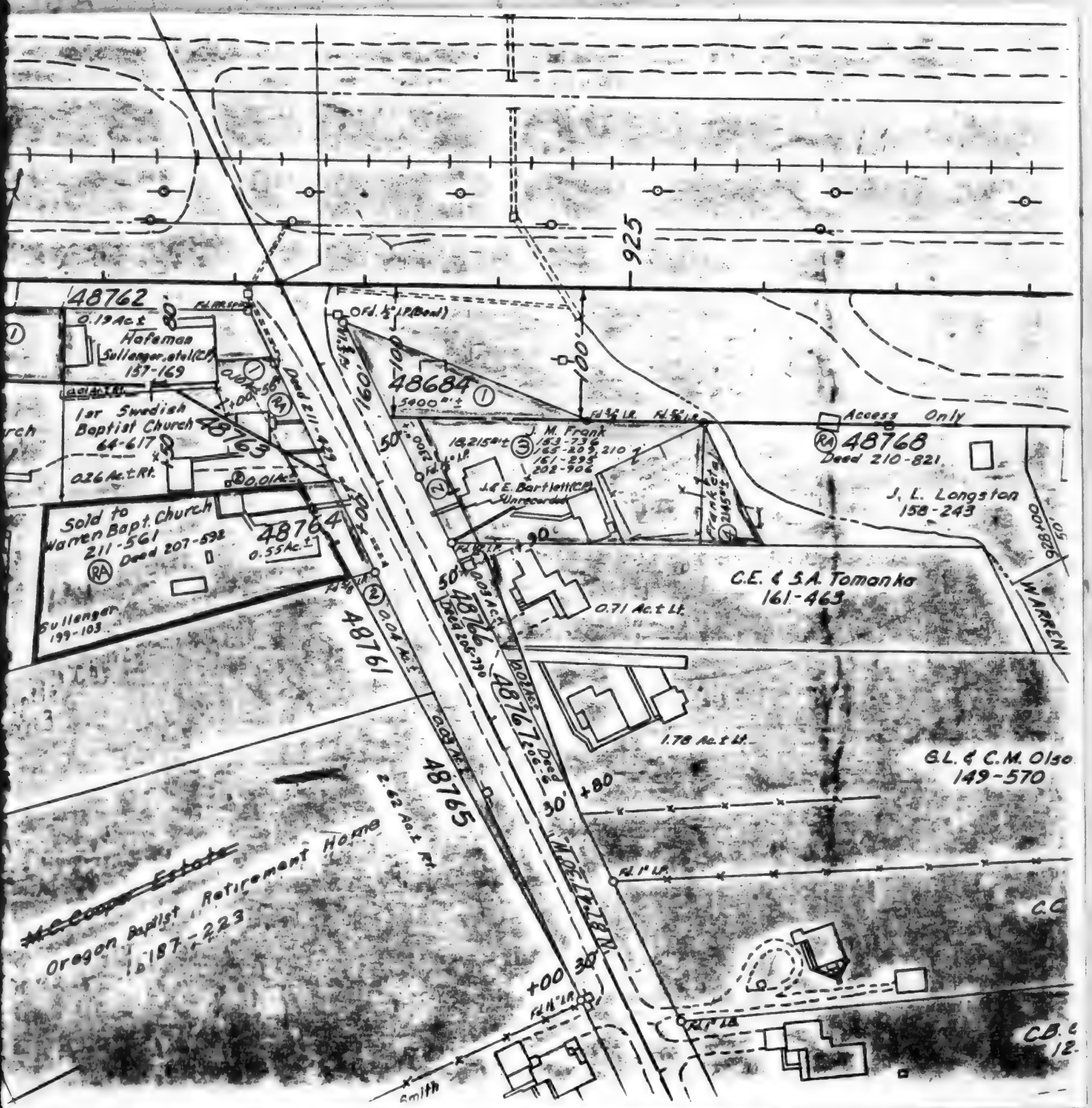
925
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0.19 Ac.±
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Baptist Church
64-617
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0.26 Ac.± Rt.
0.01 Ac.±
Sold to
Warren Bapt. Church
211-561
Deed 207-692
48764
0.55 Ac.±
Sullenger
199-103
48761
0.04 Ac.±
48684
5900 Sq. Ft.±
Fd. ½" I.P. (Bent)
J. M. Frank
163-736
165-205 210
161-295
202-906
18,215 Sq. Ft.±
J. & E. Bartlett (C.F.)
Unrecorded
Frank et al
2145 Sq. Ft.±
Access Only
48768
Deed 210-821
J. L. Longston
158-243
C.E. & S.A. Tomonko
161-463
0.71 Ac.± Lt.
48766
Deed 205-790
48767
Deed 206-790
WARREN
1.78 Ac.± Lt.
G.L. & C.M. Olson
149-570
48765
2.62 Ac.± Ft.
McCoop Estate
Oregon Baptist Retirement Home
187-223
Fd. 1" I.P.
C.C.
C.B.C.
12
Smith
Deed 211-422
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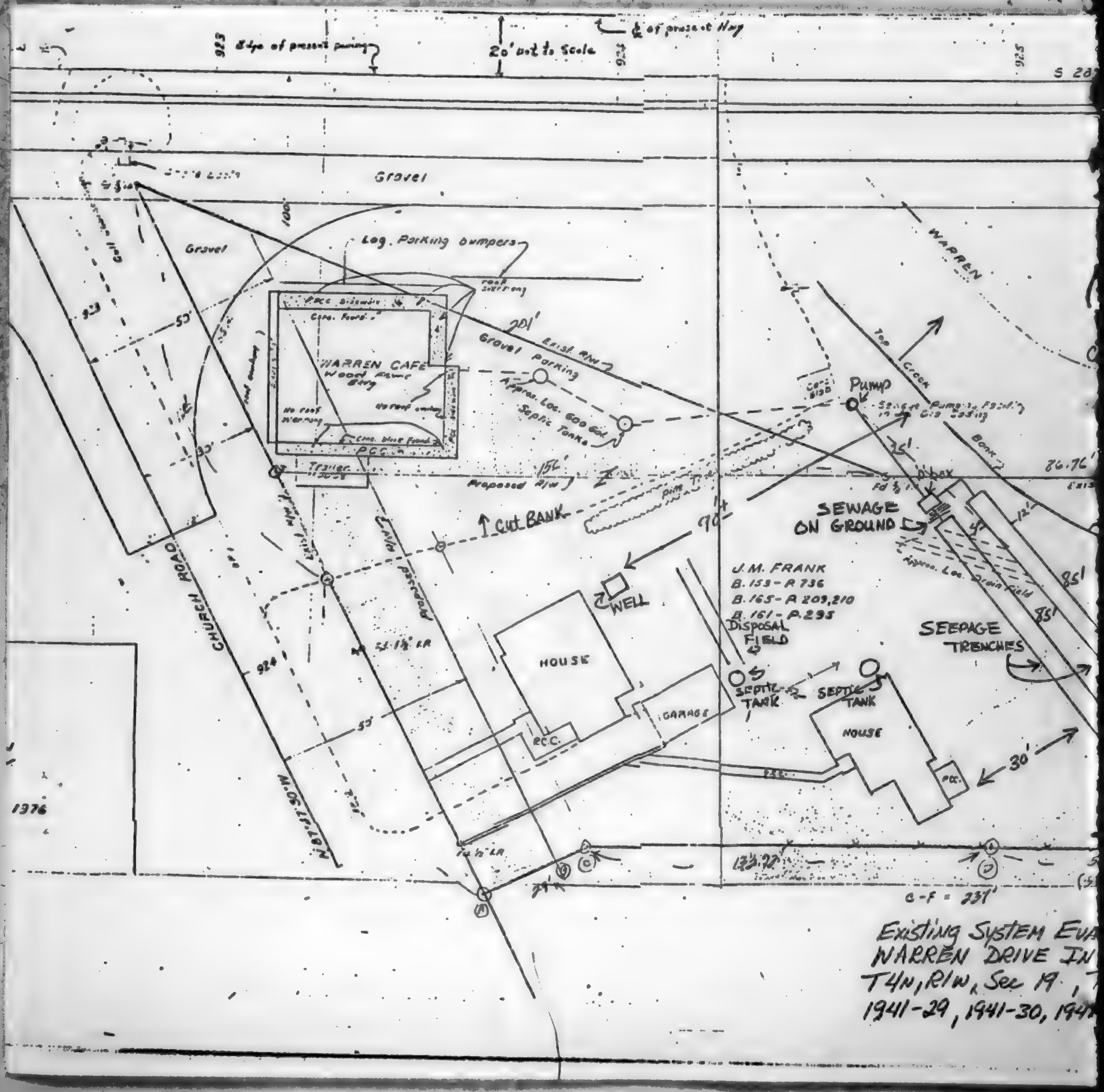
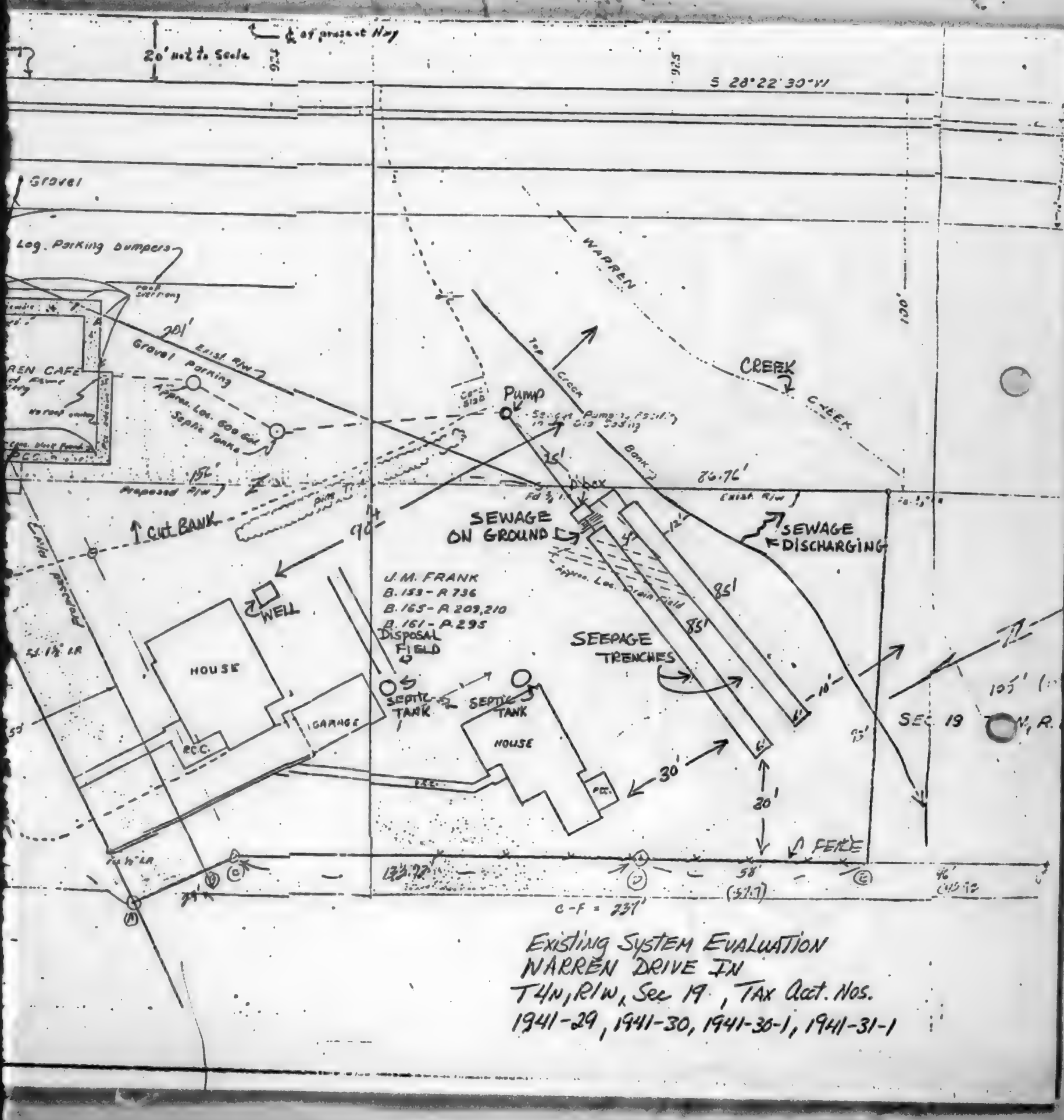
90'
80'
100'
+80
+00
30'



Existing System Eva
WARREN DRIVE IN
T4N, R1W, Sec 19,
1941-29, 1941-30, 194



Existing System Evaluation
WARREN DRIVE IN
T4N, R1W, Sec 19, Tax Acct. Nos.
1941-29, 1941-30, 1941-30-1, 1941-31-1

DETAIL MAP
R/W FILE 48684

WARREN – SCAPPOOSE SECTION
LOWER COLUMBIA RIVER HWY.

COLUMBIA COUNTY

W. J. SCOFIELD, RES. ENGR. JAN. 1976

SCALE: 1" = 20'

℄ Exist'g Hwy

Final ℄ ℄

Superceded ℄

924

24'

100'

Gravel

48684

Log Parking bumpers

WARREN CAFE

P.C.C.

Trailer House

Gravel Parking

Approx. Loc. 600 Gal. Septic Tanks

Exist. R/W

Proposed R/W

Pine Trees

Conc. Slab

Sewage Pumping Fac... in 8" Dia. Casing

Top Creek Bank

WARREN

Fd. 5/8" I.R.

Approx. Loc. Drai...

J. M. FRANK
B. 153 - P. 736
B. 165 - P. 209, 210
B. 161 - P. 295

HOUSE

GARAGE

HOUSE

P.C.C.

P.C.C.

Fd. 1½" I.P.

924

50'

Fd. ½" I.P.

N 28° 12' 30" W

925

S 28°22'30"W

926

8'

12'

12'

1001'

WARREN

CREEK

Top

Creek

Bank

Sewage Pumping Facility
in 32" Dia. Casing

Fd. 5/8" I.R.

Exist. R/W

Fd. 5/8" I.R.

Approx. Loc. Drain Field

HOUSE

ACC.

NE 1/4 SEC. 19 T. 4 N., R. 1 W., W.M.

8798 C

C

2W

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 9, 14, 1977

Duane O. Christensen
Final Design Engineer

~~E. L. Hardt~~ Bothman
~~Region I Engineer~~

Request for Field Data
Warren-Scappoose Section
Columbia River Highway
Columbia County

Will you please furnish the following information:

1. Chain ties to the four buildings indicated in red on the attached sheet. Sta. 1145 to Sta. 1152 Rt.

2. Location and size of buried tanks at Service Station locations, (gas, oil, and etc.) Sta. 922 Rt., Sta. 1084 Rt., and any others that would require removal or filling.

3. Wiers for fish passage are required down stream from the R.C.B.C. at Minor Creek (Sta. 1012, east of the railroad). Please furnish stream profile, cross-sections, pictures, etc. The number and spacing of cross-sections will vary according to the controls listed on the attached example sheet.

6-14-77
Mike Smith called from Region I. All location data request are handled by Metro. He is forwarding letter to them. Ltrd.

DOC:az

Versteeg ✓
Olson
Peterson
Scott
Swenson
Savage
Trout

RECEIVED
JUN 13 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ✓ ✓
Other

5798 C C 2W

Salem, Oregon
April 26, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Marvin McEldowney
Senior Acquisition Agent

Approach
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

As per your request a construction cost estimate with supporting data is enclosed.

Construction cost for the approach on Fullerton Road, Sta. "FU" 1036+05 Rt., is about $1,960.00. The proposed grade is 15% with 15' vertical curves. The approach extends 95' from the "FU" centerline.

LKW:az
cc: L. K. Watson

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1977

In reply refer to: 1041RW.1

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose
Appraisal - File 48749, Fisher

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The State has secured two appraisals of this property and we have the following comments to make:

Appraiser Mier

1. The appraised value of the acquisition contains a $100.00 item for an illegal advertising sign (no permit). No payment should be due for removal of an illegal sign.

2. Cost to cure damages. Estimated damages without cure are $20,000. The appraisal contains an estimate to cure in the amount of $17,500, yet the $20,000 was allowed in the allocation of value. If it is feasible from an engineering standpoint to extend the cattlepass, then the least costly solution to the problem should be utilized.

   Our structural engineer, in consultation with State engineers, estimated the cost of the pass nearer to $11,000 than the $17,500 figure used in the appraisal. Again, if it is feasible to extend the pass, a detailed cost estimate should be obtained and provided to the appraiser.

3. It is not clear just how the road approaches were handled. They are not included in the before value, but on page 9 of the appraisal $400 is deducted for one 14' approach and in the allocation of value $800 is included for two approaches.

RECEIVED
STATE HWY ENGR
MAR 1 '77
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 1 1977
Office of
Assistant State Highway Engineer

4. Increase in remainder value. In the after situation, 10.5 acres of land are considered to have become tillable land valued at $2225 per acre; whereas in the before situation, they were valued as pasture land at $1000 per acre. This is a difference of $1225 per acre, which results in an increase of $12,862.50. If this increase actually will occur, it should be offset against damages.

5. Improvement depreciation. The improvements were originally constructed to accommodate a 500 acre dairy operation (number of head not specified). The same improvements are now used in conjunction with a leased 235 acre, 100 head beef operation. The appraiser recognizes this and has assessed some functional depreciation. He has also assessed some physical depreciation because of the highly deteriorated condition of the buildings. The two barns have been depreciated only 50%, the general purpose shed only 30%, and the pit silo only 24%. Inasmuch as Mr. Mier has relied entirely upon the cost approach, some further analysis of depreciation would seem to be in order.

Appraiser Johnson

1. Damages. This appraisal was prepared on a taking and damage basis. The damages amount to nearly 62% of the value of the taking. In such instances, a before and after appraisal is preferable. The appraisal indicates the damages result from the owner's inability to lease 11 acres on the westerly side of the highway, which is currently being leased to the lessee of land on the easterly side of the highway. The amount of damages was determined by capitalizing the loss of rent, evidently into perpetuity. The appraisal seems to indicate the westerly portion of the property has a before value of $2000 per acre. If such is the case, damage of $2182 per acre ($24,000/11 ac) exceeds the before value.

In any event, to assume that the 11 acres are 100% damaged does not seem reasonable. The property should be leasable, or even saleable, to another party.

It might be noted that Mr. Mier considers 20 acres of the westerly portion are under lease to the lessee of the easterly portion.

Because of the many questions involved, neither appraisal is considered an acceptable basis for determining Federal participation in the acquisition. Please have your appraisal unit review the situation and respond to our comments.

Also, because of the complex nature of the appraisal problem, we think it is advisable to have a third appraisal. Please have your appraisal unit order one.

for G. L. Green

cc:
OSHD (J B Boyd) 3-1-77 -TAA
OSHD (M Mead)
Quesnel

8798 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 14, 1977

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

TO: D. O. Christensen
Final Design Engineer

Per your request, we have investigated the access requirements for the proposed commercial development on the subject section of highway. Without more accurate information on the type and size of development, it is impossible to accurately determine the expected traffic volumes. However, a rough determination of trip-attraction can be made by assuming 800 trips per acre per day for a moderate sized commercial development. With this assumption, it can be determined that the anticipated traffic volume might exceed traffic signal warrant requirements where a development of more than 2.625 acres is planned.

The design of the frontage roads may not be adequate to handle future anticipated use. The minimum width of pavement should be 24 feet, especially in areas where curvature is present. There will likely be a need for some type of traffic control at the intersection of the two frontage roads. It should be a requirement of the developers that any future signal required at the highway access be paid for ~~at least in part~~ by the developers. If in the future it is found that a signal is needed at the junction of the two frontage roads, this should be paid for by the developer also.

Consideration should be given to eliminating the guardrail adjacent to the frontage road. As placed, this guardrail could constitute a roadside obstacle for both the highway and the frontage road.

L. E. George
Traffic Engineer

GE:rw

cc: Bob Ewen

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
February 4, 1977

Duane O. Christensen
Final Design Engineer

L. E. George
Traffic Engineer

Warren-Scappoose
Columbia River Highway
Columbia County

A zone change to a commercial use has been requested for the properties being served by a frontage road with access at Station 935. Proposed use has been for service station, restaurant, upholstery shop, etc. Please review the frontage road and connection to the highway for commerical use.

Mr. Bob Ewen has a meeting with the Planning Commission February 16, 1977, and would like to have our recommendations as to any revisions of the present plans. Your recommendations should be to us by February 11, 1977, so that we may prepare the necessary revisions.

LKW:az
cc: L. K. Watson

Vorstoog ✓
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FORM 81.734.1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
January 20, 1977

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Attenuation
Warren School
Warren-Scappoose Section
Lower Columbia River Highway (2W)
Columbia County

Studies were made of the existing and projected noise levels in the vicinity of Warren School. These indicated that the present level at the closest point to the roadway is 69 dBA and at the upper floor of the older wooden structure (outside) is 66 dBA.

The proposed highway facility would move the centerline 19 feet closer to the school and, widening to 4 lanes, would move the edge of the nearest traffic lane approximately 40 feet closer to school. The combination of these factors plus the expected traffic increase would result in a traffic noise increase in 20 years of 2 to 3 dBA. This would raise the noise level to about 71 dBA at the portion of the school nearest the highway. This is a barely perceptible increase over present levels but does exceed the suggested guideline of 70 dBA.

Several alternate noise attenuation measures were sketched up and discussed with Region personnel. The recommended solution is an earthberm which would be 14 feet above finished roadway grade. This would provide 4 to 5 dBA attenuation at the school building at a cost of approximately $48,000.00. Most of the activity area will be within the shadow zone of the berm and thus provide an acceptable noise environment.

The upper floor of the older structure is presently within guideline limits. The projected increase of 2 to 3 dBA is expected to be canceled by the effects of the berm and possibly it might provide a slight reduction. Simultaneous sound measurements were taken inside and outside the classroom which showed that the structure provides a 10 dBA noise reduction with the windows open and a 20 dBA reduction with the windows closed. Thus, if the desired attenuation is not realized from the berm after construction it might be appropriate to close the windows and provide ventilation by mechanical means.

The plans will be prepared including the earthberm and the right of way taking will be revised accordingly.

ADO:az
cc: Ed Hardt
Walt Hart
J. B. Boyd
Ken Rolfe
Cliff Christianson, F.H.W.A.
E. S. Hunter
Gary Potter

Versteeg
Olson
Swenson

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WARREN SCHOOL
Noise Evaluation

A noise environment evaluation of the area at and near Warren School indicated that the existing condition is within the FHWA suggested guidelines. Levels presently being experienced are 69 dBA, at that portion of the school nearest the roadway and 66 dBA at the upper floor of the older wooden structure. Projected noise levels resulting from the improved facility (1994) would result in an over-all increase of 2 to 3 dBA. This would raise the noise exposure at and near the brick portion of the building closest to the roadway, to about 71 dBA, a level exceeding the acceptable guideline. Noise on the second floor of the older structure presently does not exceed the L_{10} 70 dBA level and although expected to experience an increase, will still be within the guideline.

To abate and solve the expected adverse noise condition on the outdoor activity area and to that portion of the building nearest the roadway, a 14' earthern berm/barrier is proposed. The berm is expected to provide 4 to 5 dBA attenuation at and the brick school structure. This will insure a projected exterior noise level of approximately 65 dBA for that part of the school. Most of the activity area will be within the shadow zone of the berm and thus provide an acceptable noise environment.

Presently the upper floor of the older structure is experiencing a federally acceptable noise level. It is expected to be exposed to a increase of approximately 2 to 3 dBA to a level of 68 dBA in 1994. The berm will provide a 2 to 3 dBA reduction to the upper floor. The structure should not be exposed to noise levels in excess of what is presently experiencing. If anything, there may be a slight reduction. It should also be noted that a 1 to 5 dBA change in a noise environment is conceived a being barely discernable by the human ear.

Simultaneous recordings, one mic outdoors and another placed in the center of a classroom were taken of the second floor older portion of the school. It was established the structure affords a 10 dBA noise reduction with the windows open and a 20 dBA reduction with the windows closed. Thus, the interior noise levels are and should remain at approximately ~~58~~ 55-56 dBA windows open and ~~48~~ 45-46 dBA windows closed.

FHPM 7-7-3 (8,c,2) states that interior levels of L_{10} 55 dBA are the design noise levels in public use institutions under circumstances where interior activities will be significantly affected. It may be desirable, therefore, to consider increasing the berm height or mitigating architecturally. The berm height could be increased 6 feet to a total height of 20 feet. This would afford another 3 dBA attenuation of the second floor and reduce its exterior exposure level to ~~65~~ 62-63 dBA. Indoor reduction could also be provided thru architectural abatement, the permanent closure of the windows and providing an air conditioning system.

8799

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project FF-27(11)
Warren - Scappoose
Appraisal - File No. 48797
SUBJECT: Seventh Day Adventists

DATE: January 6, 1977

In reply refer to: 1041RW.1

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer

Please refer to my memo dated November 8, 1976, regarding the above subject, in which I requested further clarification from Appraiser Meir and also requested a second appraisal.

Mr. Meir has revised his appraisal, and it is now considered acceptable as a basis for determining Federal participation. In view of this determination, we see no need for a second appraisal and you may cancel that request.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (M M Mead)

NOTED
R. L. SCHROEDER

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STATE HWY ENGR
JAN 10'77
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 10 1977
Office of
Assistant State Highway Engineer

8798 Warren-Scappoose Sec. of Columbia River Hwy. (Grade, pave, strucs, sign & signals) 1978 #2

8798

FORM E-20X

Ed Hunter
Transportation Bldg.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE December 13, 1976

TO J. B. Boyd
Right of Way Engineer
Transportation Bldg.
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT St. Helens Federal Credit Union
Warren-Scappoose Section
Columbia River Highway
Columbia County

RECEIVED
STATE HWY ENGR
DEC 15 '76
REFER TO
FOR
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NOTED
E. S. HUNTER

At your request, I contacted Mayor Hickey of the City of Scappoose relative to the Columbia County Federal Credit Union property.

As per the attached letter of August 3, 1976 to the City of Scappoose, the Credit Union wished to trade that portion of their property we would need for R/W for the remainder of the adjacent Weakley property, which we own. This would be done on the basis of appraisals.

Mayor Hickey has advised me that the City has decided they would approve this request. I told him that I wasn't sure we would act on the request now, since the Scappoose Bypass Hearing is scheduled for next month -- we probably would wait until after that time.

He advised me that the Credit Union would like to install curbs and a sidewalk in the very near future, and would like to put them on the new R/W line. They, therefore, would like to be advised as soon as possible if we are going to proceed with the trade.

Would you please advise which way Administration wishes to go at this time.

cy Property Valuation Review 12-15-76

KR:kf

cc Ed Hunter, Dept. State Hwy. Engr.
Walt Hart, Regional Engr.

August 3, 1976

Rodney F. Hickey, Mayor
City of Scappoose
Scappoose, Oregon 97056

St. Helens Federal Credit Union
Warren-Scappoose Section
Columbia River Highway
Columbia County

Dear Mayor Hickey:

This office has been contacted by Mr. Phil Felkner of the St. Helens Federal Credit Union regarding the remainder of the Weakley property which the Highway Division now owns. You are probably aware that the Credit Union is building their new office adjacent to the Weakley remainder.

The Credit Union has proposed a trade to the Highway Division. This would be the 7,500 square foot Weakley remainder for the 2,300± square feet of frontage the proposed widening would require from their property. This would give them additional frontage to improve their highway exposure and possibly for additional parking.

It is the policy of the Highway Division not to sell property in a project area until the project is completed. However, we can use it for trading stock for needed right-of-way.

It is our position that we won't do anything in Scappoose affecting highway location or widening without your approval. We would appreciate it if you would advise me how you would like us to proceed on this matter.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd
E. Hardt

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 8, 1976

In reply refer to: 1041RW.1

SUBJECT: Oregon Project FF-27(11)
Warren - Scappoose
Appraisal - File No. 48797
Seventh Day Adventists

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

In addition to the amount for the right of way to be acquired from this property the appraisal contains a damage item of $4500 to enable the owners to purchase an acre of land to replace the playground. Normally, a grantor would would take his right of way payment and purchase replacement land. Why the State should be obligated to provide a payment to purchase additional land is not readily apparent.

The appraisal also contains a $1,080 damage item which would provide for erection of a 6-foot high chain link fence along the new right of way line. The existing right of way line is not fenced. Again, why the State should be obligated to replace a nonexistent item is not apparent.

Without further clarification, Mr. Meir's appraisal is not considered a suitable basis for determining Federal participation. Please have him provide such clarification.

There may be other factors affecting the value of this acquisition; therefore, we deem it advisable to have a second appraisal. Please have your appraisal unit order one.

G. L. Green

NOTED
R. L. SCHROEDER

11-15-76
Copy To Boyd - TAA

RECEIVED
NOV 15 1976
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE September ~~22~~ 28, 1976

TO J.B. Boyd
ATTENTION John Oakes
Asst. R/W Engineer
State Highway Bldg.
Salem

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48800-Romiti
Warren-Scappoose Section
Columbia River Highway
Columbia County

RIGHT OF WAY SECTION
RECEIVED
SEP 23 1976
RE ARE AKA TE CA RS
PMS AS CE OS TA EAO

A staff appraiser has been advised by the Design Section this property is going to have a driveway approach somewhere in the area of a 15% grade. This indicates we will have to go considerable distance back onto the property to construct same.

Would you please have Design take a look and see if it wouldn't be necessary to establish Parcel #3-construction ~~easement~~ permit for this approach.

KR:kf

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REFERRED TO

Beard Reed
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Eriksen Watson KW
Hager Wolfe
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BY FINAL DESIGN ENGINEER

Referred 9-23-76
To D. Christensen
John R. Oakes

Oakes was contacted and he advised to "hold-off" until it is determined if this permit is necessary. 28 sept. 76
N. Henry

8798 C C 2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE September ~~22~~ 28, 1976

TO J.B. Boyd
ATTENTION: John Oakes
Asst. R/W Engineer

State Highway Bldg.
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48798-Austin
Warren-Scappoose Section
Columbia River Highway
Columbia County

RIGHT OF WAY SECTION
RECEIVED
SEP 23 1976
RE AME ARA FS CA RS PMS AS CL US TO FAO RUE EMS

The access to this property is going to be off of West Lane Road. There appears that there will be a considerable change of elevation for an approach beyond the access control line.

Will you please have Design take a look at this and see if it will be necessary to establish a construction ~~easement~~ permit for the driveway approach.

KR:kf

Mr. Oakes was contacted and he advised to "hold-off" until it is determined if this permit is necessary. 28Sept. 76 N. Hans

Referred 9-23-76
To D. Christensen

John R. Oakes

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O. O. Payne

OREGON STATE HIGHWAY DIVISION

RECEIVED

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 653-3113

ROBERT W. STRAUB
GOVERNOR

September 21, 1976

Dept. of Environmental Quality
1234 SW Morrison St.
Portland, Oregon 97205

Attention: Daniel M. Bush

RE: File 48761-Warren Baptist Church
Warren-Scappoose
Columbia River Highway
Columbia County
Fed. No. FF-27(11)

Dear Sir:

Attached is the two page application for a repair permit to relocate the on-site sewage disposal at the Warren Baptist Church. The church has a chapel with 1,763 s.f. of floor area and an indicated capacity of 252 people. The main floor also contains the ministers study, church office, one classroom, two nursery rooms, rest-rooms, hall and entry in addition to the chapel. The building has a finished basement consisting of eight classrooms, rest-rooms, storage room, furnace room, electrical switch room, pantry, kitchen, dining room and hallways.

Resident Engineer Willard Scofield ran cross sections of the one acre rectangular land parcel that lies west of the church building. We prepared a drawing showing the various elevations of the land parcel and then developed the layout plan for the proposed drain field design.

Enclosed is a two page copy of the 1" = 30' sketch we prepared showing the design of drain field, septic tank, holding tank, pressure lines and tight lines between the individual legs of the three segment drain field.

We estimate the system to consist of a 2,000 gallon septic tank, with a riser and manhole to the surface, connected to the existing out fall line from the church. Adjacent to the septic tank will be a 500 gallon holding tank with riser and manhole at the surface. A pressure line will lead from the holding tank to a receiving and distribution box located on the highest point of land to the west of the church. The receiving box will be connected by tight line to a three segment serial type leaching field. The holding tank will also contain the float and switch for an audio-visual high liquid level alarm to be installed in the ministers study. The study will also be the location of the electrical switches for the two pumps that will be independently connected to the pressure line.

RECEIVED
SEP 24 1976
Office of
Assistant State Highway Engineer

CC Schools - an example of R/W effort which is required over what was required 40 yrs ago 9/24/76

The two pump system will be designed to allow one pump to act as a back-up for the other should either fail electrically or mechanically.

Enclosed is a copy of Field Purchase Order No. H 372724 in the amount of $25.00 for your files. Please send us an invoice or letter (original and three copies) setting out the charge for your service, so we may submit the purchase order to Accounting for payment.

Please include the following information on your invoice:

File No. 48761 — Date (Day property inspected)
Section - Warren-Scappoose — Purchase Order No. H372724
Highway - Columbia River — Amount of Fee $25.00

Please telephone me at 653-3113 in Milwaukie if you have any questions.

Very truly yours,

KENNETH ROLFE
Regional R/W Supervisor

KR:sdl

Enclosures

CC: J.B. Boyd

8798 2W

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 7, 1976

TO Memo to the Files:

FROM J. R. Oakes
Asst. R/W Engineer

Warren - Scappose Sec

SUBJECT Files Nos. 48756, 48710, 48757, 48758

In the sale of the remainder of 48710 to the owner of 48756, we specified that a 13' easement would be given by the State over the remainder of 48757 which would be the same area as the right of access 48758 has over this property.

Mr. Flanagan recommended a 20' top surface on this and our dealing with the grantor on 48758 gave him a 35' reservation which just clears the property line but does not conform to the location of the 13' right that property has over 48757.

In discussing this with Mr. Scott, we believe the best plan would be to ask the Designer to design a 20' top surface approach to the property line between 48757 and 48758. The easement that the State grants over this property to the purchaser of our access of 48710 could be anywhere within that 20' strip.

JRO:jc

cc: Duane Christiansen
Ken Rolfe
Neil Flanagan
Floyd Scott
Ruth Keller

7

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J.B. Boyd

OREGON STATE HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 653-3113

ROBERT W. STRAUB
GOVERNOR

August 4, 1976

Mrs. Phil Holsheimer, Sr.
P.O. Box 671
Scappoose, Oregon

Liaison #97
Warren-Scappoose Section
Columbia River Highway
Columbia County

Dear Mrs. Holsheimer:

I am writing in response to your letter of July 29, 1976. The Highway Division has been asked by the City of Scappoose not to buy any more property in your vicinity until after the hearing for the Scappoose By-pass is held. This tentatively has been set for next January.

After the route for the By-pass has been selected, we will again begin our acquisition program for the property needed for the widening project. I'm not sure at this time how close to the north end of Scappoose this widening will be done.

I will contact you when and if we begin buying property again. I'm sorry we didn't get this done when we were discussing it early last spring.

If this office can be of any further service, please contact me.

1 Versteeg ✓
2 Olson AO
3 Christensen DC
4 Scott
5 Swenson KW
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BY FINAL DESIGN ENGINEER

cc J.B. Boyd

Very truly yours,

RIGHT OF WAY SECTION
RECEIVED
AUG 9 1976
PMS AS CE

Kenneth Rolfe
Regional R/W Supervisor

AO

8-5-76
Please send copies to A. D. Olson.
KR

Scappoose, Oregon, July 29, 1976.

Mr. Kenneth Rolfe,
Regional R/W Supervisor
P. O. Box 02157
Portland, Oregon, 97202.

Dear Sir:

I was wondering if the Highway Department is still buying property on Highway 30. I find it pretty hard to keep up my place and am willing to sell and get a smaller place that I can keep up. Would appreciate any comment from you.

Yours very truly,
Mrs. Phil Holsheimer Sr.
Mrs. Phil Holsheimer Sr.
P. O. Box 671
Scappoose, Oregon.

RECEIVED
AUG 3 1976
DIST. 1 - RIGHT OF WAY

FORM 81-734-3030

2W

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 29, 1976

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

REFERRED TO

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Cole — Sample
Eriksen — Watson
Hager — Wolfe
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The status of the subject project was discussed with Mr. Hardt this date and the following was determined:

1. A hearing will be held in Scappoose around the first of the year to discuss the proposed four laning into town and the alternate Bypass.

2. The outcome of the hearing may result in some project changes as to what will be constructed.

3. No further design work will be done on the project until further direction is received, except to answer necessary questions that may arise.

COMMENTS how about working on the north half - north of the bypass point?
A.D.

FORM 81-734-3100 SP*10283-734

BE RME RCE FAE
TE RECEIVED RSM
UE AUG 4 1976 RSC
SO REGION I RBI
ENV LOC

CC: A. D. Olson — We could go ahead and work on the northerly portion. Slight risk that if the City says they don't want the project brought into town that we would drop the whole thing but I think that's remote. I have no problems going ahead on the north part especially since we are buying R/W there now. ECH

DOC:az
cc: Ed Hardt
L. K. Watson
F. O. Scott

2774

7-27-76

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Warren-Scappoose Section of the Columbia River Highway in Columbia County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission a public hearing was held in the City of St. Helens on May 24, 1972, concerning the Warren-Scappoose Section to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer, the transcript of the testimony given at the public hearing, the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the Warren-Scappoose Section of the Columbia River Highway in Columbia County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, three members being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the Engineer's map of the Warren-Scappoose Section of the Columbia River Highway beginning at Highway Engineer's Station 889+10.08 just north of Bennett Road and extending in a southerly direction to Highway Engineer's Station 1157+99.58 at N.W. Watts Street in the City of Scappoose, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-622 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

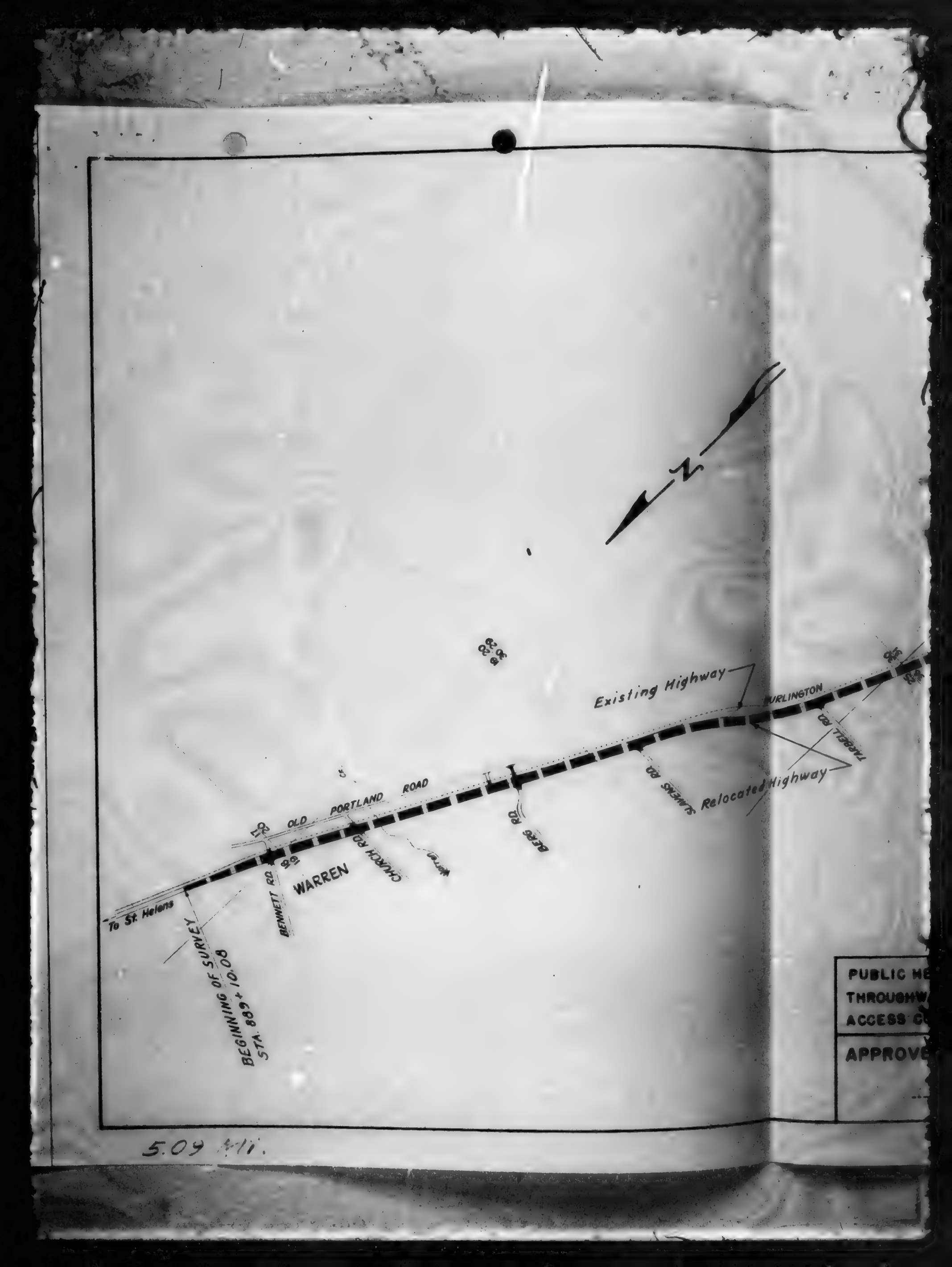
July 27, 1976

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real property needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with limited access control.

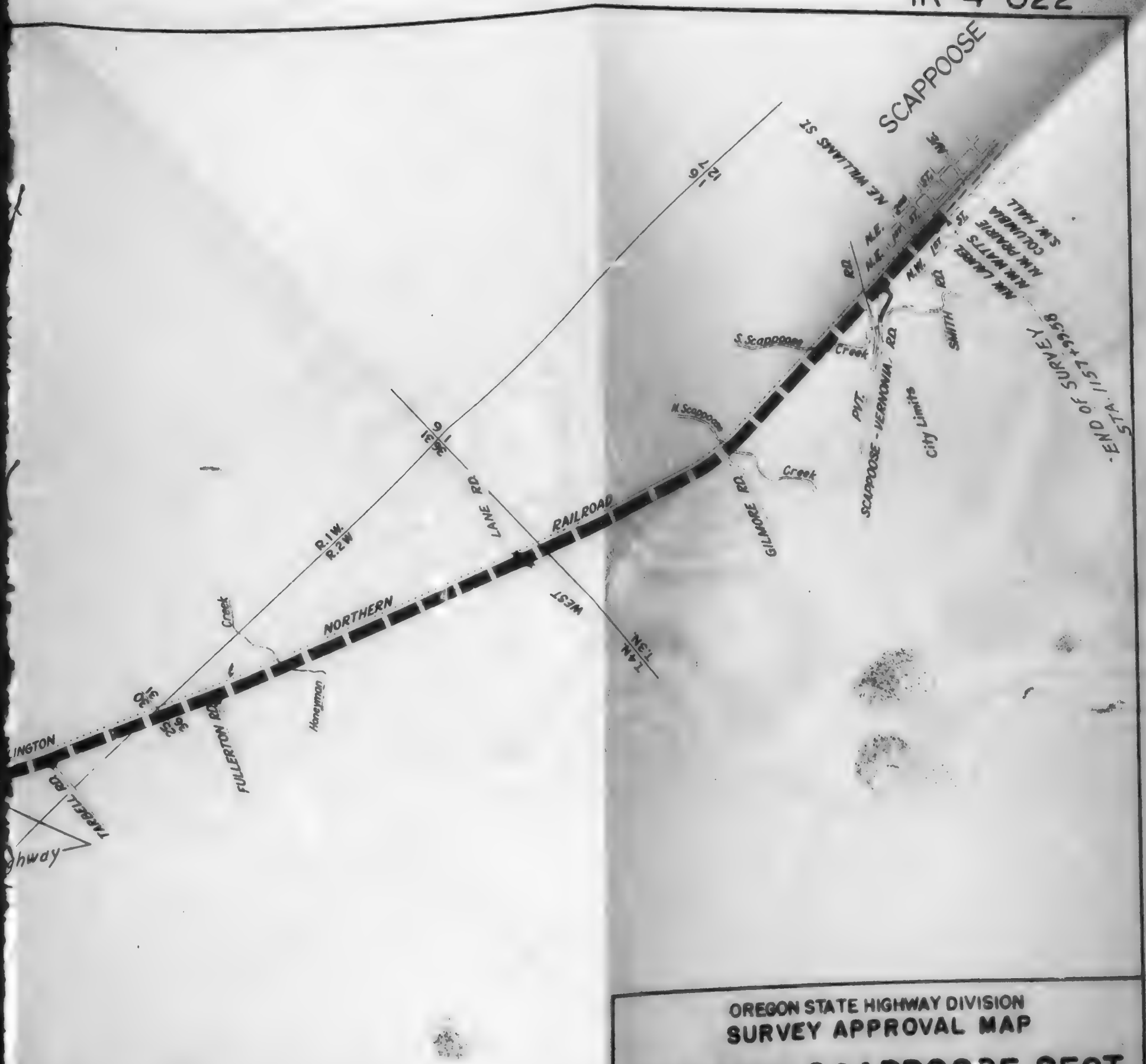
4. That heretofore this Commission by resolution dated November 3, 1948, designated the Columbia River Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095 commonly known as the "Throughway Law" and, for reason stated therein, it is hereby directed that the construction of the above-mentioned state highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 27th day of July, 1976, as "Highway Corridor and Design Resolution No. 421."


Existing Highway
Relocated Highway
OLD PORTLAND ROAD
WARREN
CHURCH RD
BENNETT RD
BERG RD
SAVENS RD
TARBELL RD
To St. Helens
BEGINNING OF SURVEY
STA. 889+10.08
PUBLIC HE
THROUGHW
ACCESS C
APPROVE

5.09 Mi.

1R-4-622



OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP

WARREN-SCAPPOOSE SECT.
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

SCALE: 1" = 1700' ±	DATE: July, 1976

FOR DETAILS SEE DRG. NO. 98-13-16 98-13-17

PUBLIC HEARING ..... May 24, 1972
THROUGHWAY RESOLUTION ADOPTED ..... Nov. 3, 1948
ACCESS CONTROL ..... Limited

APPROVED: 7-22, 1976

E.H. Lantz

DEPUTY STATE HIGHWAY ENGINEER

8798

DATE: July 22, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Middle Br. Rd.-Ritter Cr. Section, Baker-Copperfield Highway, Baker County

Clem Rd.-Speece Section, John Day Highway, Gilliam County

Warren-Scappoose Section, Columbia River Highway, Columbia County

Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit, John Day Highway, Wheeler County

Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit, Wheeler County

copy LOC 17

In order that the record be clear as to the official location of these facilities we request your approval of the attached survey approval maps. The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda at the July 27 Commission meeting for your consideration.

Attachment

bc: C. W. Head/With Att.
R. A. Burco
F. B. Klaboe
E. S. Hunter/With Att.
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
W. E. Schwartz
E. L. Hardt

BLG:re js

8778

Klamath

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon 97501

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
FOR
Jackson | Hollern | Rd | Dir | Sec | Asst | File

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

July 13, 1976

The Honorable Robert W. Straub
Governor of the State of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Bob:

Last week you mentioned your concern relative to Highway 30 serving Astoria. As you probably know, we have tried on many occasions to add Highway 30, Portland to Astoria, to the interstate system without success. In the meantime, we have carried on a constant program of construction to widen, straighten, and to improve the grades on this highway.

We still have three sub-standard sections between Portland and Astoria that need substantial improvement. The first one is the Warren/Scappoose section of about 5 miles that has been included in our six-year program. This will provide four lanes with a 14 foot median and an 8 foot shoulder, cost of $7,000,000. This is a heavy traffic area and for that reason it has been included in our six-year program for contract letting in fiscal year 1978.

The second section is the Rock Creek/Gnat Creek section of about 3 miles located midway between Clatskanie and Astoria. This could be reconstructed at a cost of approximately $1,500,000. It is not on our program at present.

The third area can be described as the Scappoose section of approximately 3 miles, by-passing Scappoose. At present the highway goes through the center of town and the community has been pushing for a by-pass at a cost of $18,000,000. Sections of this highway outside of Scappoose are two narrow lanes which are sub-standard. No funds are in sight to cover the cost of this project.

The real problem lies in the Astoria area from a point below Fern Hill in the vicinity of Tongue Point, through the city of Astoria. There is no way in which we can follow the existing highway through the city because of heavy commercial buildup in the existing right-of-way corridor. The answer has to be a by-pass of the

RECEIVED
DOT OPERATIONS
JUL 16 '76
REFER TO
Coulter
FOR
Jackson | Hollern | Rd | Dir | Sec | Asst | File

RECEIVED
JUL 23 1976
Office of
Assistant State Highway Engineer

downtown area at a cost of approximately $15,000,000. This would require an agreement on the corridor, an environmental impact report, right-of-way acquisition, and other delays, resulting in a six or seven year project, assuming it could be financed. Up-to-date, there has never been a concensus in terms of the corridor location, although we understand that a majority favor the by-pass approach.

Under the circumstances, it would appear that we should allocate sufficient state funds to cover the Rock Creek/Gnat Creek section, and attempt to find supplemental funds for an Astoria by-pass. All available federal funds are committed under our recently adopted six-year program.

It would appear that our only possibility would be special consideration at the federal level, or find some way in which we could issue bonds to cover this particular project. However, once we open the gate on the issuance of bonds, we open a can of worms since there are at least 6 major projects in the same category.

I am enclosing a map showing what's been going on on Highway 30 in recent years. Also, a traffic count covering the various sections of the highway from Portland to Astoria.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Encls.

8798 C

FORM 81-734-3030

REFERRED TO

Board Reed
Cole Sample
Gibson Warren FILE LOC 17
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
July 1, 1976

FROM: EDWARD L. HARDT
Regional Engineer

TO: A. D. OLSON
Preliminary Design Engineer

SUBJECT: WARREN SCHOOL NOISE ATTENUATION
WARREN-SCAPPOOSE SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Keep ☐
Do not File ☐
Return To
Bring Up
Other

Your June 15 letter transmitted several design versions of noise attenuation for the Warren School, together with cost estimates for each, and asked for our comments. Since Ken Rolfe has had personal contact with the Warren School Board regarding our acquisition there, and since Bill Geibel will be responsible for maintaining whatever noise attenuation we construct, the three of us have discussed this question and have come up with the following.

We think that some noise attenuation should be provided. The School Board is very concerned about noise impacts on the school and since the projection for noise is above the Federal standard, we see no alternative but to provide some mitigation for that impact.

You offered four design alternatives:

1. berm
2. berm with block wall
3. wooden wall
4. concrete wall

We have come to the conclusion that the earth berm should be selected because of the following:

> The block wall on top of the smaller berm would make the berm very difficult to maintain, due to the lack of access from one side of the berm to the other. We don't believe the wooden wall would fit into the surroundings, and we ruled out the concrete wall due to its cost and esthetics.

We have reviewed the additional right-of-way that would be needed for the berm and its impact on the drainfield for the school and have found that this drainfield can be located on the remaining school property with no problem. Incidentally, for estimating purposes the value of the school property can be taken at $10,000 per acre. One thought we had that might bear a quick look was to minimize the right-of-way take by construction of a wall to cut off the toe of the school side of the berm. This wall would not only minimize the right-of-way take, it would also replace the fence and eliminate a portion of the landscaping. We would visualize it as six feet above the natural ground. I suspect that its cost would far outweigh the savings mentioned here, but we thought you ought to take a quick look at it, anyway.

With respect to maintenance of the berm, we have found that a slope needs to be no steeper than 3:1 to be mowable with standard equipment. We note in your cost estimate for the berm an item for landscaping and we would hope that the back slope of the berm on the 1½:1 slope would be heavily planted to ground cover to eliminate the need for future mowing. The front 2:1 slope we would handle as any other roadway cut, that is, it would be mowed to the extent possible at the toe.

Our recommendation is that we proceed with the design of an earth berm for noise attenuation for the Warren School. I have talked briefly to Gary Potter about it and he and I agree that we should do some more noise investigation for a good presentation to the School Board about the treatment we are proposing. If you will furnish us with a design for a berm, we will carry that to the School Board for further negotiations for the right-of-way.

ELH/cr
cc Gary Potter
Ken Rolfe
Bill Geibel

Sheet ... of ... sheets

... STATE HIGHWAY DIVISION

... Warren - Scappoose ... Final Design

Ledt. by Henry J - 9, 1976 Checked by ..., 19 .. Backchecked by ..., 19 ...

#1 — Earth Berm ... #47,794
2:1 Sl. (Hwy. Side)
1½:1 Sl. (School Side)
Landscaped (Shrubs)
Additional R/W 0.39 Ac. @ $10,000/acre

#2 - Earth Berm / 6' Conc. Retaining Wall #132,600
2:1 Sl. (Hwy Side)
1½:1 Sl. (School Side)
Landscaped (Shrubs)
Additional R/W 0.24 Ac.

This is wall at back of berm to minimize R/W, not a sound wall on top

($52,658 + R/W for berm with 5' wall on top)

#3 - Curbed Hwy & Earth Berm
Additional R/W 0.24 Ac.
Considerable more cost than Earth Berm

#4 Earth Berm
1½:1 slopes both sides
Additional R/W 0.24 Ac.
Approx. same cost as Earth Berm

Sta 950 Comparison Estimate #1
2nd Barrier
Earth Berm

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets.

Section Warren - Scappoose Final Design
Highway Lower Columbia Riv County Columbia Prefix
Length ____ Miles ____ Designer Watson/Henry Date 5-28-76
Signed ____ Title ____

Grading & Drainage	$ 36,578
Surfacing	$
Extra Work	
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
TOTAL EXTRA WORK	$ ----
TOTAL	$ 36,578
+20% Engineering and Contingencies	$ 7,316
Structures	
____	$
____	$
____	$
____	$ ----
Sub. TOTAL STRUCTURES	$ 43,894
Right of Way 0.39 Acres x $10,000	$ 3,900
TOTAL ESTIMATED COST	$ 47,794

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Barrier — Earth Berm

Warren - Scappoose

Unit Final Design

County

Prefix

6th Designer Watson / Henry Draftsman

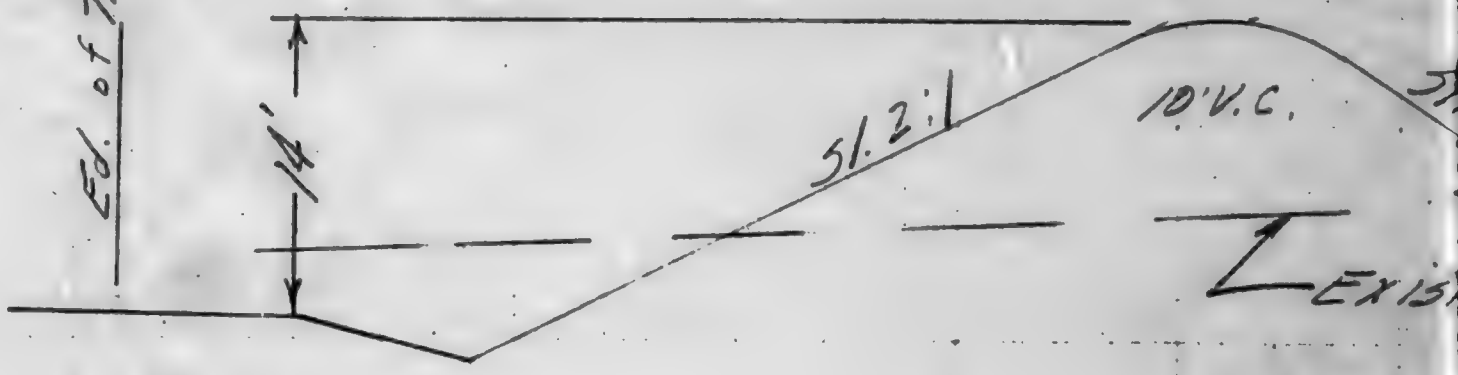
Date 5-28-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization		6%				3,100
Embankment		5331			5.00	26,655
Landscape (Shrubs)	Sq. ft.	31291			0.25	7823

Total 37,578

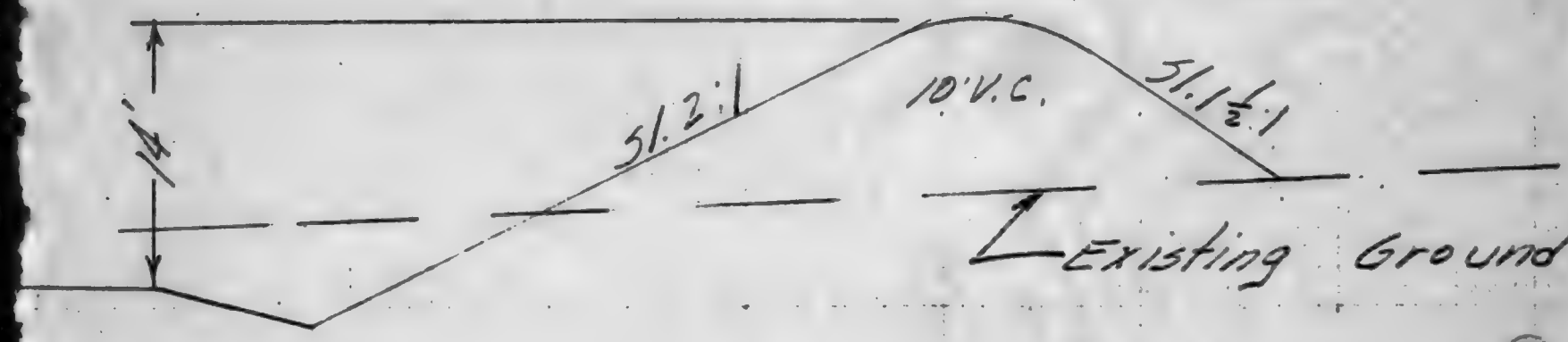
Proposed R/W - Var.



Warren - Scappoose Final Design

#1 - Earth Berm

Proposed R/W-Var.



Scoppoose Final Design 6-1-76

#1 - Earth Berm

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

Green - Scappoose HIGHWAY Final Design 5-28-76 LINE

S. Sound Barrier CONTRACT NO. Earth Berm SHRINK OR SWELL FACTOR

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
	W-24				133		
946			300				
	50				523		
+50			265				
					514		
947			290				
					481		
+50			230				
					407		
948			210				
					398		
+50			220				
					370		
949			180				
					343		
+50			190				
					389		
950			230				
					421		
+50			225				
					444		
951			255				
	50				481		
+50			265				
	38				260		
MB 953+50			105				
	52				135		
MB 954			35				
	50				32		
MB 954+50			0				
PAGE TOTAL					5331		
SUB TOTAL							

IBM NO.

PAGE NO.

Earth Berm
Landscape

Job No.

Sheet .. of Sheet-

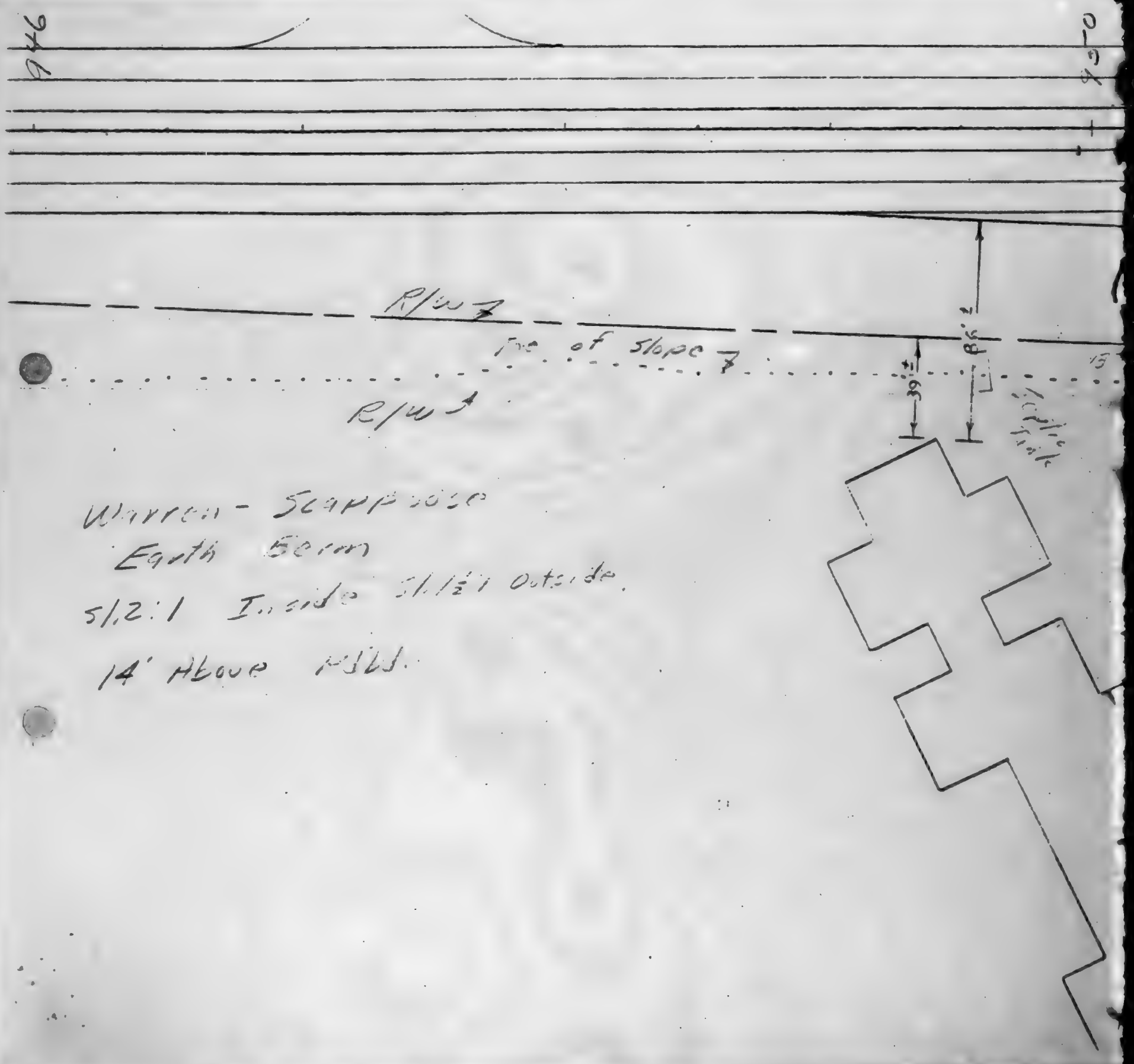
OREGON STATE HIGHWAY DIVISION

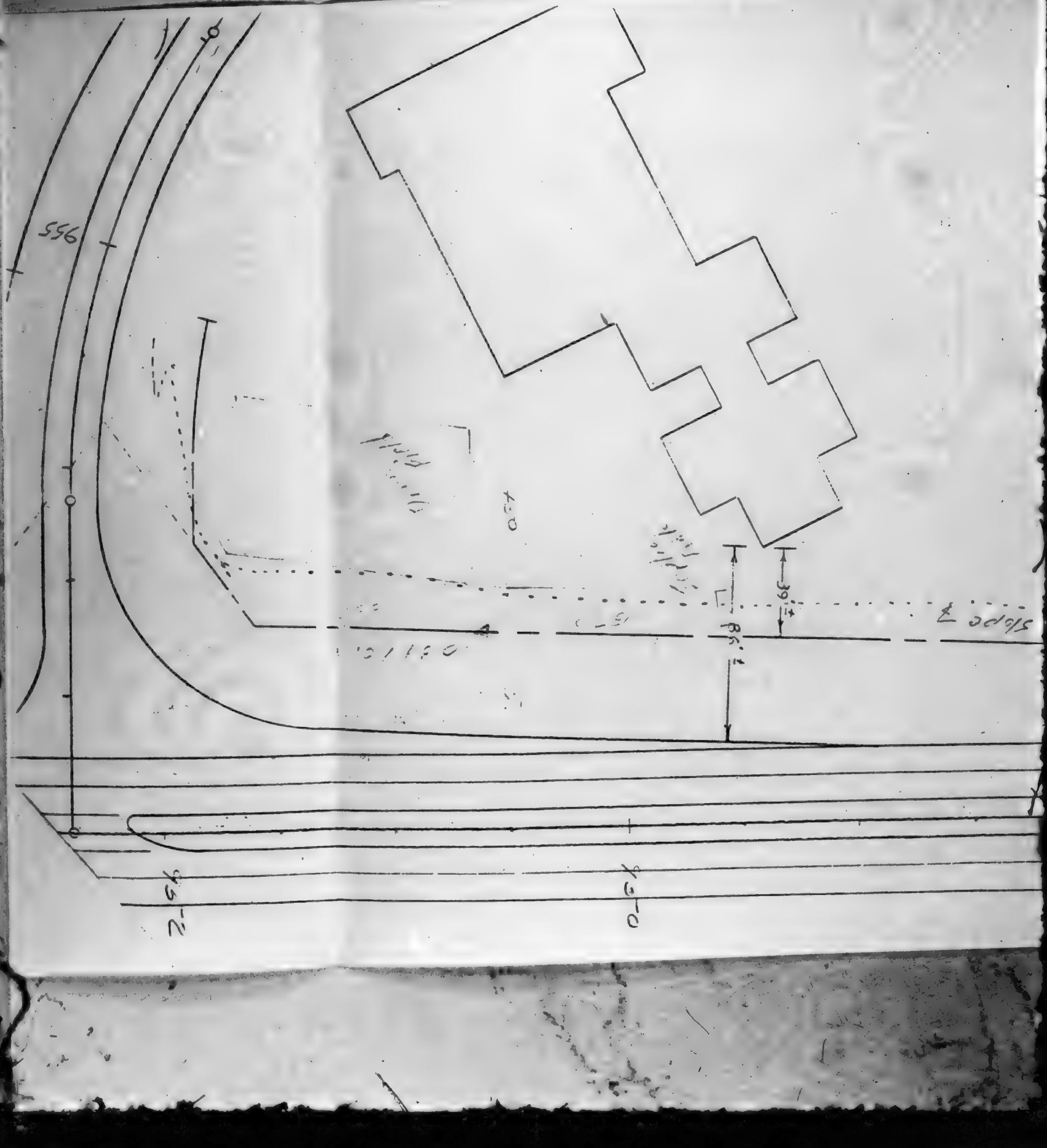
Computations for Warren - Scappoose

Made by Henry 5-28-76 Checked by .... 19.. Backchecked by 19

	Dist.	Width Material	Sq. ft.
	22		1254
946		57	
	50		2675
+50		50	
	50		2600
947		54	
	50		2550
+50		48	
	50		2325
948		45	
	50		2300
+50		47	
	50		2250
949		43	
	50		2175
+50		44	
	50		2225
950		45	
	50		2300
+50		47	
	50		2425
951		50	
	50		2525
+50		51	
	38		1539
MB 53+50		30	
	52		1248
MB 954		18	
	50		900
MB 954+50		0	

31,291 ÷ 43,560 = 0.721


R/W 7
Toe of Slope 7
R/W 3
39'±
86'±
15
Warren - Scarp Side
Earth Berm
5:1 2:1 Inside 5:1 2:1 Outside.
14' Above MSL.


556
Slope 7
39'-6"
Br. 1
45-2
45-0

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

School Sta. 950.
Sound Barrier - Earth Berm/6' Ret. Wall Sheet 1 of 1 Sheets
Section Warren - Scappoose Final Design
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer Watson/Henry Date 7-9-76
Signed _____ Title _____

Grading & Drainage #2 $ 108,500

Surfacing $ _____

Extra Work Comparitive Estimate

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

TOTAL EXTRA WORK $ —

TOTAL . . . . . $ 108,500

+20% Engineering and Contingencies $ 21,700

Structures

_____ $_____

_____ $_____

_____ $_____

_____ $_____

TOTAL STRUCTURES $ —

Right of Way 0.24 Ac. x #10,000 $ 2,400

TOTAL ESTIMATED COST . . . . . $ 132,600

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY COST ESTIMATE

l Sta. 950

nd Barrier - Earth Berm / 6 Retaining Wall Sheet 2 of 2 Sheets

on Warren - Scappoose Final Design

ny County Prefix

n Miles Designer Watson / Henry Date 7-9-76

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
bilization	6%	102,339			6,161
nbankment	c.y.		4866	5.00	24330
taining Wall - 690'					
0.46 c.y. Conc.	c.y.		317	200.00	63400
2416. Reinforcement	ton.		8.28	700.00	5796
uctural Exc.	c.y.		237	10.00	2370
ndscape 31,291 sq. ft. - 8' × 690' = 25771				0.25	6443

TOTAL 108,500

ORM 81-734 3103

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION Warren - Scappoose HIGHWAY Final Design 7-9-76 LINE _____

PREFIX NO. Sound Barrier CONTRACT NO. Earth Form SHRINK OR SWELL FACTOR _____

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
	11-24				124		
946			280				
	50				481		
+50			240				
					472		
947			270				
					444		
+50			210				
					370		
948			190				
					361		
+50			200				
					333		
949			160				
					306		
+50			170				
					352		
950			210				
					384		
+50			205				
					407		
951			235				
	50				444		
+50			245				
	38				232		
YB 953+50			85				
	52				104		
YB 954			23				
	50				43		
YB 954+50			23				
	11-24				9		
PAGE TOTAL					4866		
SUB TOTAL							

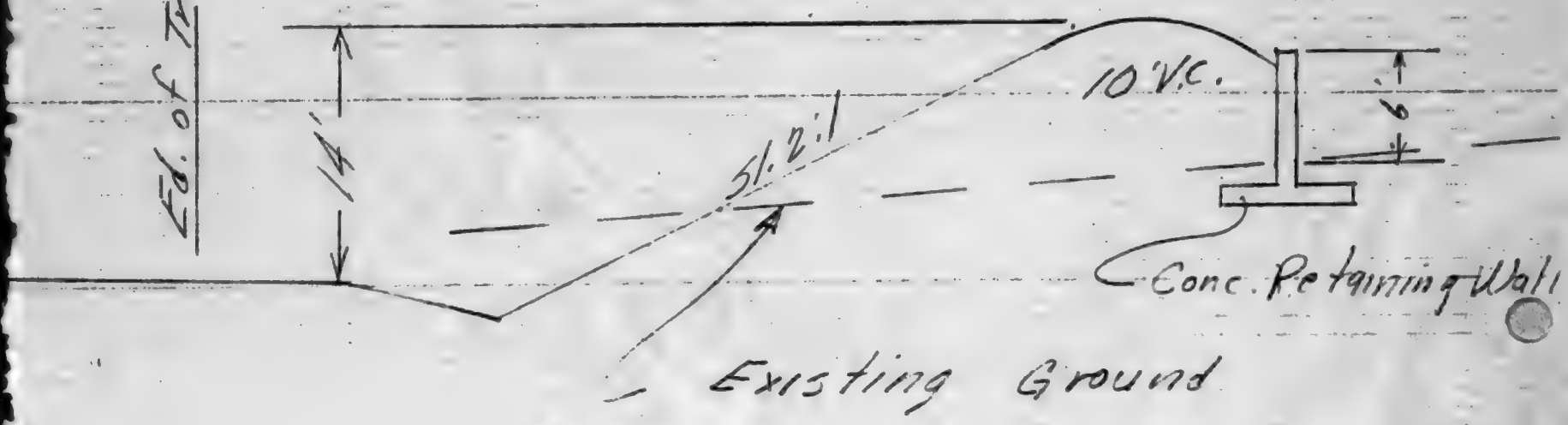
IBM NO.

PAGE NO. _____

Warren - Scappoose Final Desig

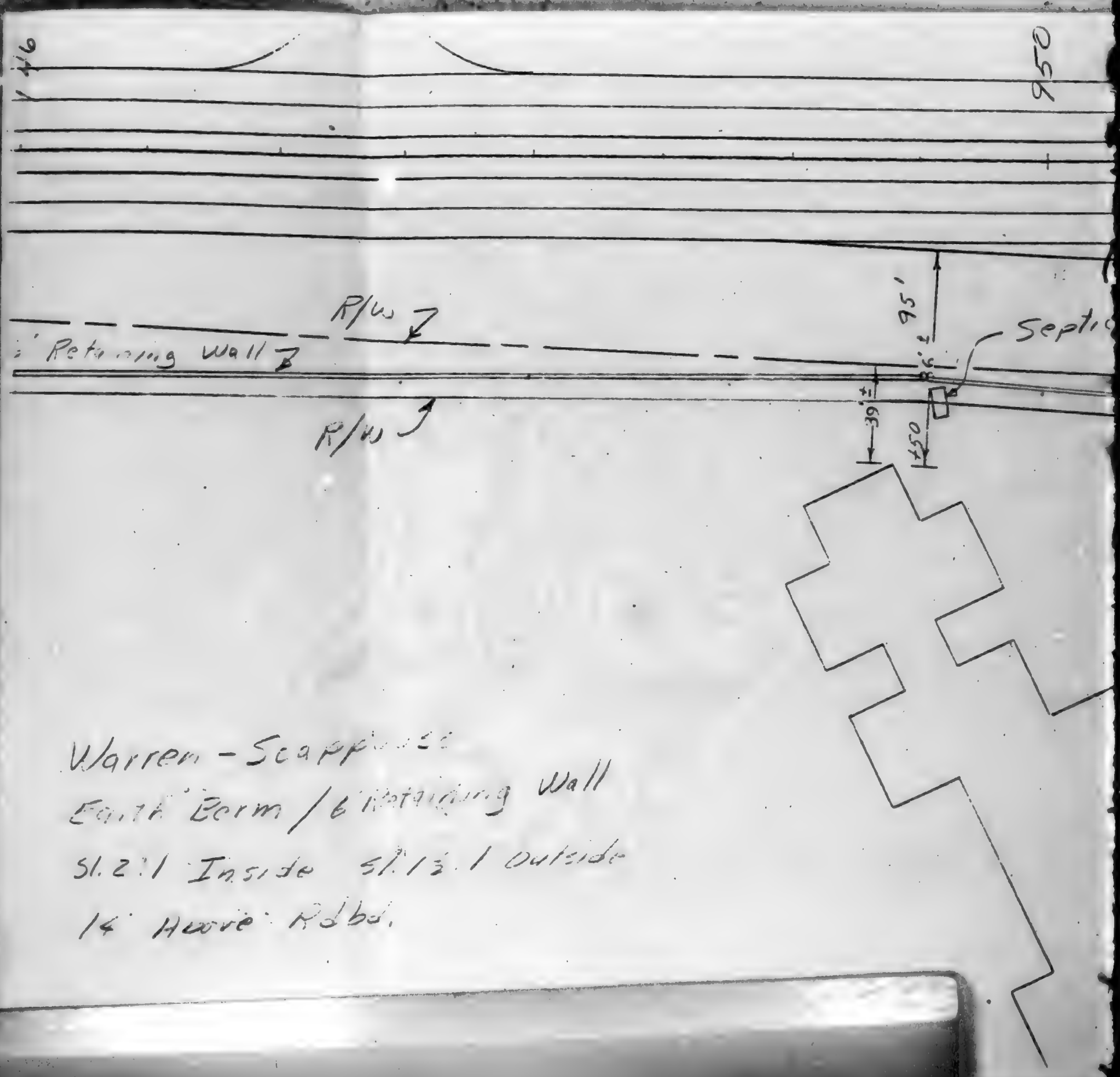
#2 Earth Berm / 6' Conc. Retaining

Ft. of Travel Lane

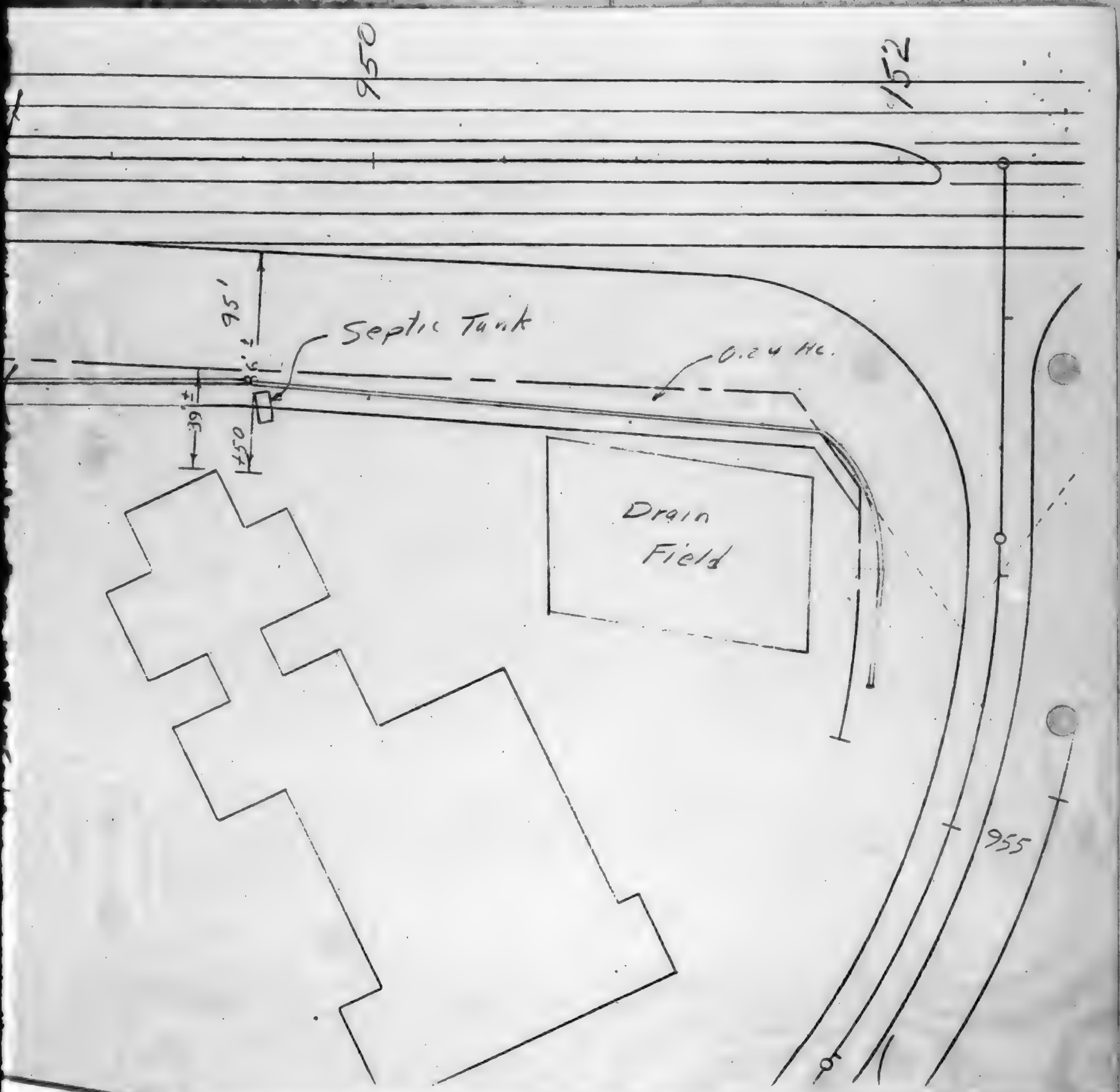


pposed Final Design 7-9-76

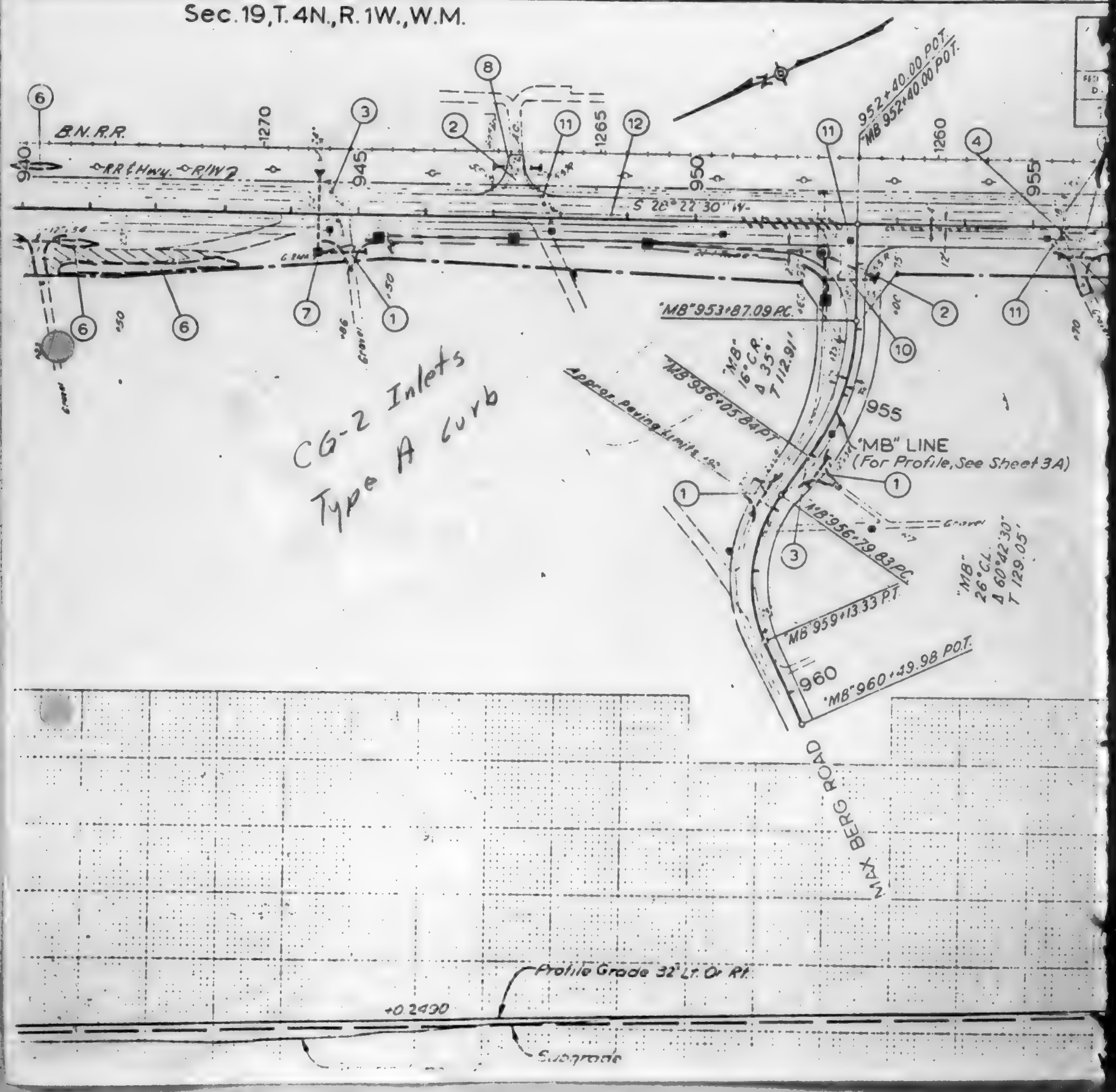
#2 Earth Berm / 6' Conc. Retaining Wall



Warren - Scarpace
Earth Berm / 6' Retaining Wall
Sl. 2:1 Inside Sl. 3:1 Outside
14' Haul Rd.


950
952
95'
Septic Tank
0.C.W Mc.
39'±
±50
Drain
Field
955

Sec. 19, T. 4N., R. 1W., W.M.



W., W.M.

WARREN-SCAPPOOSE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA CO.

5

10

952+40.00 P.O.T.
"MB" 952+40.00 P.O.T.

1265 950 1260 955 960

S 28° 22' 30" W.

"MB" 953+87.09 P.C.

"MB" 16° C.R. Δ 35° T 112.91'

"MB" 956+05.84 P.T.

Approx. Paving Limits

955

"MB" LINE
(For Profile, See Sheet 3A)

"MB" 956+79.83 P.C.

"MB" 26° C.L. Δ 60°42'30" T 129.05'

"MB" 959+13.33 P.T.

960

"MB" 960+49.98 P.O.T.

℄ Access Control Line

℄ R/W

Inlets
A curb

MAX BERG ROAD

Profile Grade 32' Lt. Or Rt.

+0 2+90

Subgrade

60

50

8798

Floyd Scott
2W

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 25, 1976

TO Memo to the File

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File No. 47676
Marran - Scappoose
Columbia River Highway
Columbia County
Fed. No. FF-27(11)

Vansteg
Olson
Scott
Swenson
Savage
Trout

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JUN 29 1976
ROAD DESIGN SECTION

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Other

Today I discussed with Floyd Scott and Lyle Watson what the access control line should be on this property.

After some discussion, it was agreed that we would move the access control line from 1011+83 as Floyd had in the description to 1011+50. This is to clarify the access control point because somewhere along the way someone established it at 1011+30. It was agreed that this should not be used.

KR:sdl

CC: J.B. Boyd
E.L. Hardt
Floyd Scott

NOTED
FLOYD O. SCOTT
6-28-76

NOTED
L. K. WATSON
6-28-76

5798

Lyle Watson
Design 2W

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 24, 1976

TO MEMO TO THE FILE

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48773-Dahlgren, Elmer
Warren-Scappoose Section
Columbia River Highway
Columbia County

1 Verstaeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

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JUN 25 1976
ROAD DESIGN SECTION

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Requires Approval ☐
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Bring Up ___/___/___
Other

Today I discussed with Lyle Watson in the Design Section the necessity of moving the access control line along the now proposed frontage road between Station 929 to 942, so that it will be between the frontage road and the highway.

We particularly discussed the possibility of giving Elmer Dahlgren the right to construct an approach into the end of the proposed frontage road at about Station 941+50. This would give access to the frontage road for the northerly portion of his property. This approach would have to be built by the grantor. We would still replace his existing approach at Station 945+00.

It is my understanding that the State will continue to maintain the frontage road. We discussed the possibility of changing the construction easement required from Samual Dahlgren to a fee taking. If the State is maintaining the frontage road, we should either have a permanent easement over it or own it in fee. I would prefer that we own it in fee. There is an excellent possibility that this area is going to go to commercial use, and I would much rather buy this small area at farm land prices than at commercial values later.

I have discussed changing the construction permit on Parcel #2 on File 48772 with Jack Sollis. I have sent him a sketch map and asked for his opinion. At first blush he feels this should be a fee taking, particularly if we have to maintain it and also if there is a possibility it could be used by somebody other than Sam Dahlgren.

KR:kf
cc Lyle Watson
J.B. Boyd

8798

Verfaeg
Olson
Scott
Swenson
Savage
Trout

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JUN 15 1976
ROAD DESIGN SECTION

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Other

Salem, Oregon
June 15, 1976

A. D. Olson
Preliminary Design Engineer

Ed Hardt
Region Engineer

Noise Attenuation
Warren School
Warren-Scappoose Section
Lower Columbia River Highway (2W)
Columbia County

A review of the study of the existing and projected noise levels in the vicinity of the Warren Grade School was made by the Environmental Section (copy attached). This indicated that a barrier 14 feet above the level of the highway would be required along the highway and the county road.

The Final Design Section has estimated 4 alternate plans which meet the above criteria and copies of these designs and estimates are attached for your information and comments.

Plans 1 and 2 are for an earth berm and a combination of earth berm and cinder block wall. Both would require more right of way from the school and would be landscaped since the slopes would be too steep to mow.

Plans 3 and 4 are walls which would stay on the right of way presently laid out. The plywood wall, similar to the test section constructed by Permapost, sketch and pictures attached, would be the least expensive of all alternates however, the appearance and potential maintenance problems could over-ride the cost saving. The concrete wall would have an increased cost over the berms that would seem to be considerably more than can be justified by the reduction on required right of way.

A review of the Final Environmental Impact Statement showsthat the existing noise level at the school is given as 69 dBA (L10) and the projected level in 1994 would be 72. This 3 dBA increase would be barely perceptable according to the experts. The 14 foot high barrier is said to afford about a 5 dBA attenuation which will be a perceptable but not dramatic decrease in noise.

There is a statistical noise impact on the peoperty. Whether there is actually a noise problem to the teachers and students which the suggested attenuation devices will help is not known. They will reduce the levels below the guideline level of 70 dBA (L10).

Your review of this data along with your right of way and possibly maintenance people would be appreciated. If a consensus can be reached on which, if any, is in the public interest then it should be discussed with school officials.

ADO:az
cc: Gary Potter
Ken Rolfe

8798

2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 19, 1976

Salem, OR 97310

FILE:

FROM: Pieter Dykman
Environmental Research Coordinator

SUBJECT: Warren-Scappoose Section
Noise Mitigation at
Warren School

TO: Adrian Olson
Preliminary Design Engineer

The memo from Kenneth Rolfe (May 11, 1976) indicates a need for further noise investigation at Warren School prior to mitigation. Earlier this year, the original measurements and analysis were reviewed for adequacy. It is our conslusion that adequate data exists to develope noise abatement measures without doing an additional investigation. The project EIS (page 41) is in error in stating that "a comprehensive acoustical investigation will be required."

Our earlier memo to you (April 20, 1976) and the E.I.S. contain all the necessary information to allow the design section to develope noise barrier designs. Please advise us upon completion of the barrier design and cost estimates so that we can include this information in the noise study report.

PD:ch

cc: K. A. Chatwood
Kenneth Rolfe

1 Vertrees ✓
2 Olson add.
3 Christian Orig
Scott
Swenson
Savage
Trout

RECEIVED
MAY 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO

Board Reed
Cole Sample
Eriksen ✓ Watson W
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

May 14, 1976

Mr. Richard Etherington, Director
Transportation Planning
Columbia Region Association
of Governments
527 S. W. Hall Street
Portland, OR 97201

Dear Mr. Etherington:

The Final Environmental Impact Statement for the Warren-Scappoose Section of the Lower Columbia River Highway addressed the impacts of a "downscoped" project. Among the factors considered when making the decision to "downscope" the project were the project costs and adverse impacts caused by extensive right-of-way acquisition.

Construction of the proposed Class I bikeway was eliminated in the "downscoping", resulting in an estimated reduction in project cost of $325,000 and mitigation of some adverse impacts caused by right-of-way acquisition.

No thought was given to the construction of a Class II bikeway. A Class III bikeway would be less expensive than a Class I but the adverse impacts to adjacent properties would be as great.

The financial problems which caused the decision to downscope the project have become worse since the FEIS was published, and we are therefore unable to fund the construction of a Class I or Class II bikeway on the project. However, use of the shoulders on the new facility will greatly increase safety for the cyclist by providing greater lane widths than now exist for both traffic and rider. The two extremely hazardous narrow bridges will be widened.

We therefore consider the Class III bikeway an acceptable solution to the problem of providing for bicycle traffic on the Warren-Scappoose Section.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
Ed Hardt
Frank Terpin

FET:mc ja

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

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- Gresham
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- Portland
- Troutdale
- Wood Village

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- Gaston
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- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

- Columbia City
- Scappoose
- St. Helens
- The Port of Portland
- Tri-Met
- The State of Oregon

April 27, 1976

Mr. Fred Klaboe
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I understand that the final design of the Warren-Scappoose unit of the U.S. 30 reconstruction project will either eliminate a bikeway altogether or provide only a Class III bicycle facility. This letter suggests that a class I or II bikeway facility be included in the final design for the following reasons:

- The adopted CRAG Bikeway Plan includes a regional bikeway adjacent to US 30 in this area.
- A petition with over 300 signatures supporting a bikeway connected to US 30 between St. Helens and Columbia City was submitted to CRAG at a public hearing in St. Helens on our bikeway plan. Although this petition did not specifically address the reconstruction area, it indicates considerable public support and demand for such facilities in the St. Helens area.
- As the final environmental impact statement points out, a bikeway adjacent to the reconstruction project would connect two grade schools, two cities, and the community of Warren. This would seem to indicate some demand for such a facilitiy in addition to its recreational use.
- A Class III bikeway adjacent to U.S. 30, with current auto traffic levels approaching 9,000 ADT and 1994 levels projected to be nearly 17,000 ADT, could present a safety problem for students using the facility to access the two schools served.
- The design hearing on this project was held in 1972 before the bikeway movement was underway.

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
Jensen
FOR
Info | Invest | R/D | D/R | Sign | Act | File
GSH

RECEIVED
APR 30 1976
LOCATION

Further, the FEIS which was submitted three years later included an analysis of a Class I bikeway in conjunction with the project. The FEIS did not make it clear that the bikeway was to be eliminated.

- The City of Scappoose is currently considering a bikeway, which would connect directly to U.S. 30, running through Scappoose along Scappoose Creek. Stan Pintarich, Scappoose Councilman and CRAG Board member, has indicated that there is considerable support in Scappoose for bikeway facilities. Mr. Pintarich feels that if a new design hearing were to be held, considerable support for a bikeway adjacent to the project would develop.

The above issues could support a reconsideration by the Highway Division of its a Class I or II bikeway as part of the Warren-Scappoose unit. Should you wish to discuss this matter with local officials, citizens and the State Bicycle Committee, this office will be happy to arrange such a meeting. Thanks for your attention.

Sincerely,

Richard Etherington

Richard Etherington, Director
Transportation Planning

RE:ls
2:4-5

8798 C C 2

Salem, Oregon
May 14, 1976

Lyle K. Watson
Design Team Supervisor

Ed Hardt
Region I Engineer

Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

The enclosed frontage road plan was approved by you March 15, 1976. This plan will be included in the project and the necessary right of way descriptions will be prepared.

LKW:az
Attachment
cc: Ken Rolfe, Region I R/W Supervisor
w/attach.

Versteeg
Olson
Christenson
Scott
Swenson
Savage
Trout

RECEIVED
MAY 14 1976
ROAD DESIGN SECTION

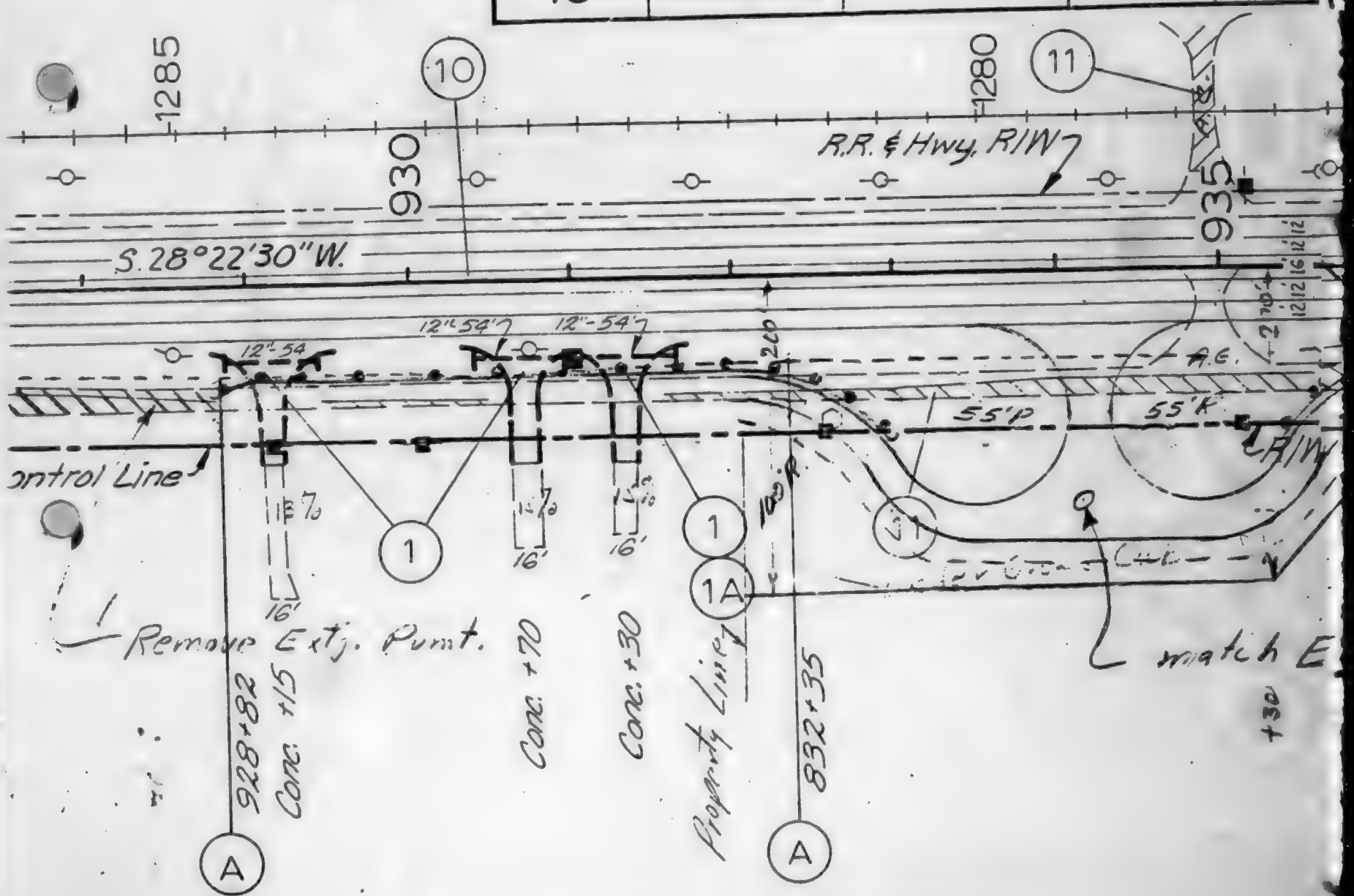
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

1-7-72 JA

WARREN–SCAPPOOSE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

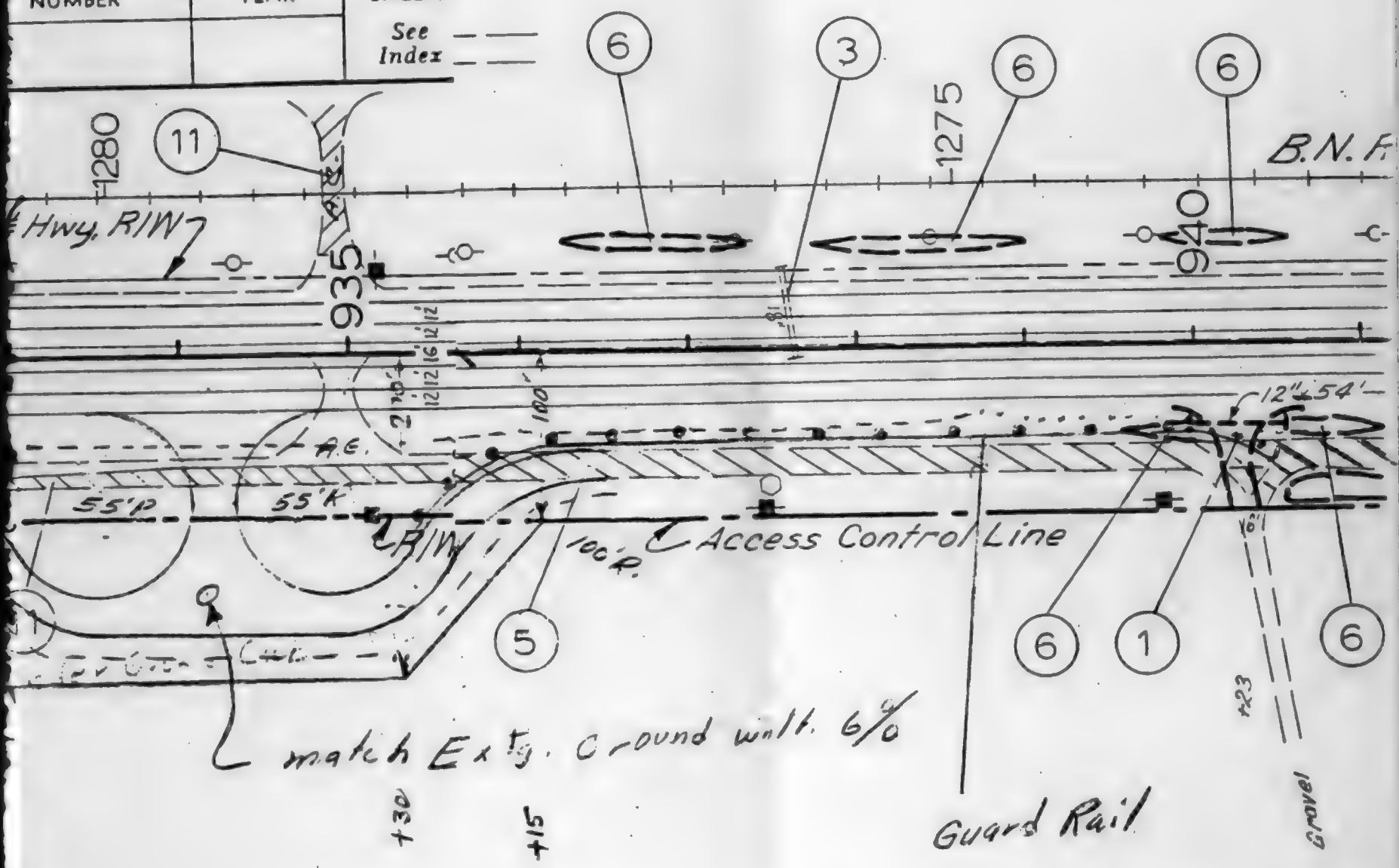
SHEET No. 4

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



POSE SECTION	SHEET No.
& HIGHWAY	4
COUNTY	

PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
		See Index



PLAN No. 2

8798

2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

Adrian Olson
Design

DATE May 11, 1976

TO MEMO TO THE FILE

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48774
School District #7
Warren-Scappoose Section
Columbia River Highway
Columbia County

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

On Monday, May 10, 1976 at 7:30 PM, I met with District 1J Scappoose School Board for their monthly meeting. All six members of the School Board were present plus Mr. Paul Reeder, Attorney for the School Board.

In a telephone conversation with Jack Blair, Superintendent of Schools, on April 27th, he conveyed to me the feeling that the School Board was not being advised of the status of the project, what the concerns were for the school, and what was being done to minimize the highway impact on the Warren Grade School. During that conversation I pointed out to Mr. Blair the numerous people that had contacted him, including myself, relative to the Warren Grade School and the related problems. When Mr. Blair told me how the School Board felt, I offered to attend this meeting to discuss the school and the project.

I had the Design Section draw a 1":50' scale map of the school property as it is in the present situation, with a transparent overlay showing the proposed location of the new travel lanes and the off leg to Berg Road. I mounted this on the wall and explained to the Board what we were proposing. I briefly explained to them the process of eminent domain and the procedure that we go through to arrive at fair cash market value. I explained to them that our offer was made up of the value of the land, the value of the improvements, plus damages to the remainder, if any.

I explained that before we can determine what the cost-to-cure would be for the septic system affected by our acquisition, we would have to have permission of the School Board to dig the test holes required by D.E.Q. I pointed out that we cannot get contractor's estimates to cure this situation until we find out what the recommendations will be of D.E.Q. for the replacement septic system.

We next discussed the noise situation and I found that they had never requested or received a copy of the environmental impact statement. I told them I would send one to them. I explained that I was a Right of Way Agent, not an acoustical engineer, so if anybody wanted specific information, I probably could not give it to them but I would find out anything they wished to know, but I would speak only in general terms.

I pointed out that the maximum acceptable noise levels established by the Federal government for this situation was 70 dba. Our noise studies indicated that the present 70 dba noise contour was about 30 feet from the corner of the building. It was projected under the build proposal and this design that the 70 dba contour would move into the building when this project was completed. However, the 1994 projected noise levels under the "no build plan" projected noise levels in excess of this level.

I explained to them that our Design Section was working on several alternate designs to alleviate the noise problem, such as a dirt berm, concrete wall, or a combination of the two. We would be looking into possibilities of insulation, thermal windows, and these types of curative methods. When these studies were completed, we would meet with the School Board and evaluate the results with them.

We were primarily interested in two things -- what method would reduce the noise levels to an acceptable tolerance, and the cost of this method. I pointed out to them that the Highway Division operates like the School Board, and at this time we simply do not have the money for an elaborate noise abatement method. I also pointed out that a dirt berm would probably require widening the right of way even further.

On conclusion of these explanations, I asked for permission to dig the necessary test holes required by D.E.Q. A motion was made, seconded and passed that we be allowed to dig the necessary test holes providing they are covered with plywood sheets and refilled immediately after they have been checked by D.E.Q.

On Page 41 of the E.I.S. it states, "regardless of the road design, it appears that possible noise abatement methods should be investigated." I assume this is referring to the designs being worked on, such as the berm and wall. It further goes on to say "If a decision is made to abate noise at the Warren School site, a comprehensive acoustical investigation will be required to more precisely define noise abatement requirements." Has a comprehensive acoustical investigation been made? If not, it should be done immediately. We want to try to give the School Board an answer to this noise problem as soon as possible.

By a copy of this memo to Adrian Olson, I am asking him to keep us informed as to the progress being made on the noise abatement alternatives.

cc J.B. Boyd
E. Hardt
A. Olson

KR:kf

Copy to Gary Potter
ASD. 5/13/76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FF-27(11)
STATE PROJECT NO.
Warren-Scappoose Section (ROW)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Columbia

ITEM NO.
FF-5

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 3'76
REFER TO
FOR

Info	Inves	R/D	D/F	Sign	Act.	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4/28/76	Primary Route 1	Primary Route 2W

GENERAL LOCATION:

US 30 north city limits of Scappoose, north 5.1 miles

GENERAL DESCRIPTION OF WORK:

Right of Way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Relocation Payment

/48800
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4/16/76 letter you are authorized to proceed under the provisions of FHP Manual with the actual acquisition of File 48800 for a total estimated amount of $137,000, Federal funds $106,900. Federal participation will be limited to that right of way actually incorporated in the final location.

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered by the State adequate replacement housing available for immediate occupancy.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/28/76	G. L. Green for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-459

8798

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

April 20, 1976

Salem, OR 97310

FROM: Pieter T. Dykman, Research Coordinator SUBJECT: Warren School
Environmental Section

TO: Adrian Olson
Preliminary Design Engineer

After reviewing the data accumulated on and for the Warren-Scappoose project, it was established that a noise attenuating devise is required for and at the Warren School. Noise measurements taken and projected 1994 noise levels, based on projected traffic volumes, indicated that the school structure and adjacent play ground, would be exposed to levels in excess of the FHWA 70 dBA level. It has been calculated that an barrier, with a height approximately 14' above the finished roadway grade, would afford a 5 dBA noise attenuation. This barrier should extend from roadway station "L" 946 to "L" 951+50, and then to "MB" 954+75. This noise reduction would then assure the school complex (structure and play ground) of being within the suggested FHWA noise guideline of less then L_{10} 70 dBA.

The actual construction material and type of barrier could be a wall/fence, earth berm or a combination, whatever blends itself most appropriately to the area and construction techniques.

PTD;ss

Dennis -
suggest alt. estimates for berm & wall combinations and then discuss w/Reg'n & school before final plans.
adl.

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Wells
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Permapost Noise Barrier Fence
Facing Tualatin Highway

Permapost Barrier Installed
Parallel to Tualatin Highway

Permapost Barrier - Rear View
Equipment & Microphone Set-up at Site 2

Permapost Barrier - Rear View
Equipment Set-up Site 3

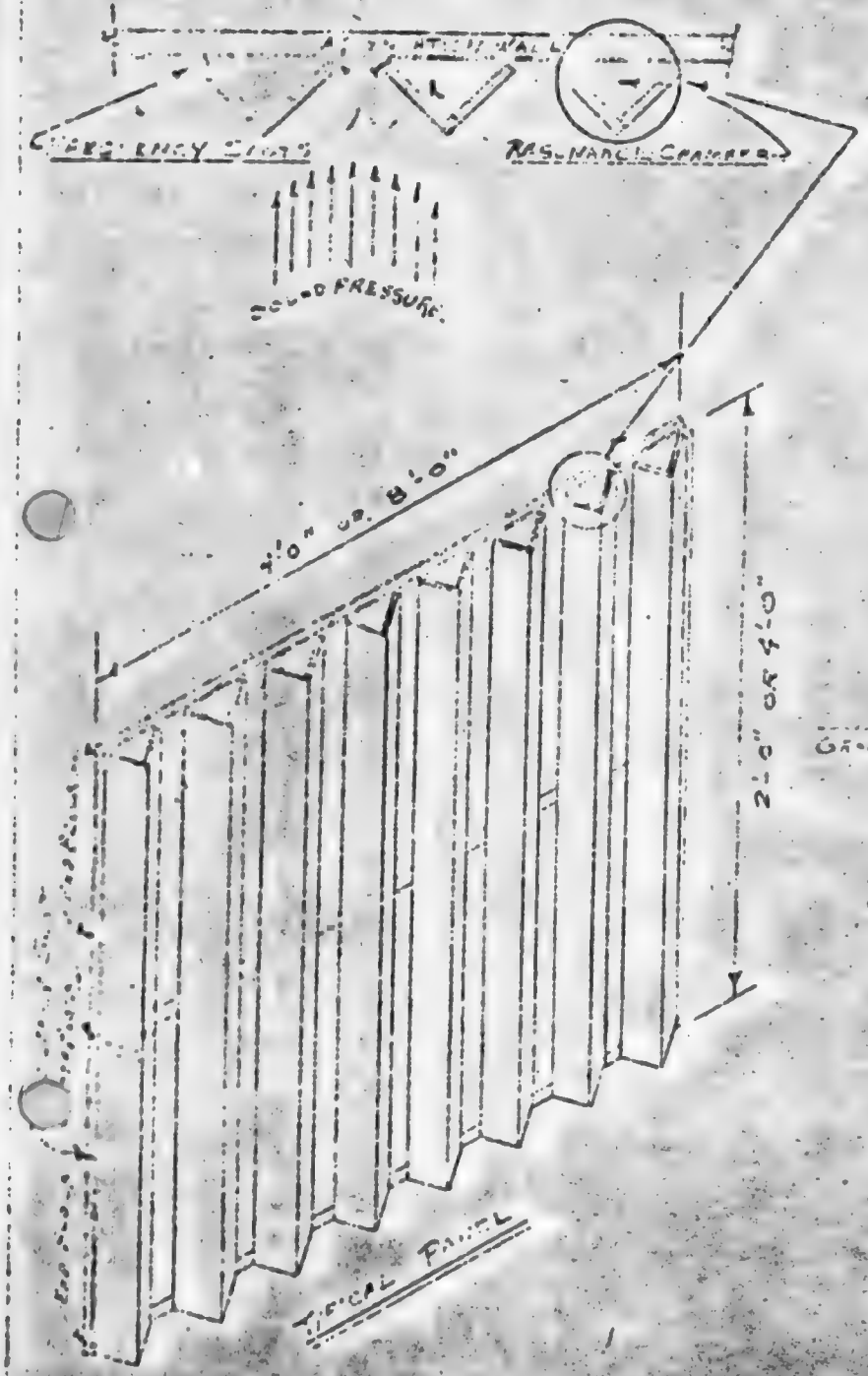

4'-0" C-C
4'-0" C-C
4'-0" C-C
SUPPORT POST
GRADE
TYPICAL ELEVATION
TYPICAL PANEL
4'-0" OR 8'-0"
21'-0" OR 4'-0"

FIGURE 1

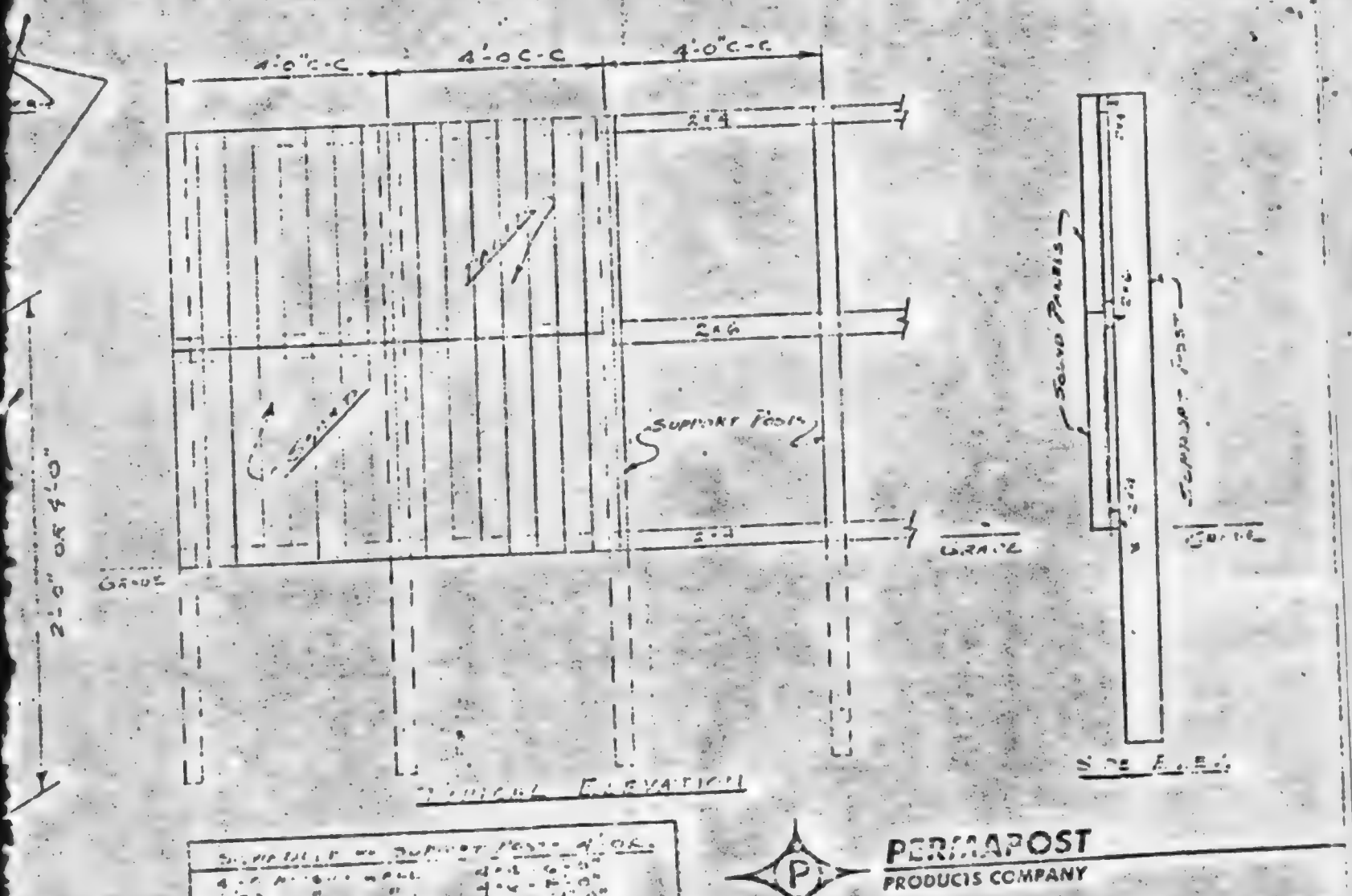

4'-0" C-C
4'-0 C-C
4'-0" C-C
2x4
2x6
2x4
SUPPORT POSTS
GRADE
SOLID PANELS
SUPPORT POST
GRADE
SIDE ELEVATION
PERMAPOST
PRODUCTS COMPANY
PERMA DELTA
SOUND ATTENUATION BARRIER
Drawn by
Date 10/28/75
Dwg No.

FIGURE 1

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Warren - Scappoose ..... Final Design

Made by Henry 6-1-76 Checked by ..... 19 ..... Backchecked by ..... 19 .....

#1 - Earth Berm
2:1 Sl. (Hwy side)
1½:1 Sl. (School side)
Landscaped (Shrubs)

43,894
Plus 0.39 Ac.

#2 - Earth Berm / Block Wall
5' Cinder Block Wall
2:1 Sl. (Hwy side)
1½:1 Sl. (School side)
Landscaped (Shrubs)

40,135
Plus. 0.22 Ac.

#3 - Wood Fence
⅝" Plywood
Vertical Strips
(Hillsboro manufacturer designed and OSHD Environmental Section tested)

25,128

#4 - Conc. Wall

101,455

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by ..... 19 Checked by ..... 19 Rechecked by 19

Dave Bryson, Bridge Designer is working on Sound Barrier designs

Ted Pallister, Environmental Section furnished plywood Fence design which was tested by OSHD

Gordon Davidson's Masonery Inc. informed us that cinder block walls can be installed any heights with Pilister Wall stiffners

School - Sta 950
Sound Barrier
Earth Berm

Companion Estimate #1

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Warren - Scappoose — Final Design
Highway Lower Columbia Riv — County Columbia — Prefix
Length ____ Miles ____ — Designer Watson / Henry — Date 5-28-76
Signed ____ — Title ____

Grading & Drainage	$ 36,578
Surfacing	$
Extra Work	
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
____	$
TOTAL EXTRA WORK	$ ____
TOTAL	$ 36,578
+20% Engineering and Contingencies	$ 7,316
Structures	
____	$
____	$
____	$
____	$ ____
Sub, TOTAL STRUCTURES	$ 43,894
Right of Way 0.39 Acres	$
TOTAL ESTIMATED COST	$

School-Sta. 430 QUANTITY SUMMARY & COST ESTIMATE Alt 1

Sound Barrier — Earth Berm

Sheet 2 of 2 Sheets

Section Warren-Scappoose Unit Final Design

Highway _____ County _____ Prefix _____

Length _____ Designer Watson/Henry Draftsman _____ Date 2-28-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization		6%				2,100
Embankment		5331			5.00	26,655
Landscape (Shrubs)	Sq. ft.	31,291			0.25	7823

Warren - Trapezoidal Ditch

4' Min. Berm

Ed. of Travel Lane

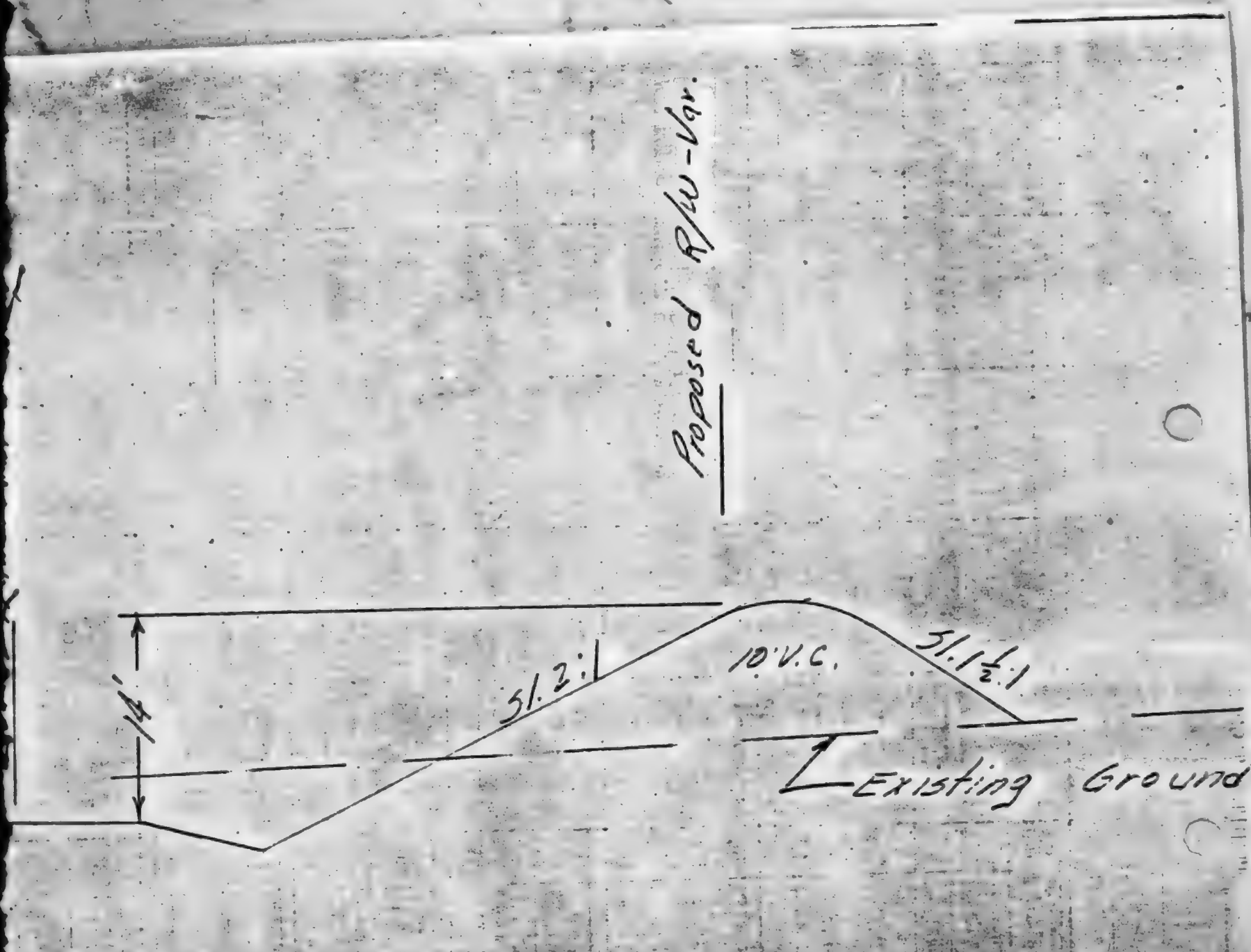
14'

5:1

2:1

10' V.C.

Proposed R/W - Var.



Scoppoose Final Design 6-1-76

#1 - Earth Berm

946

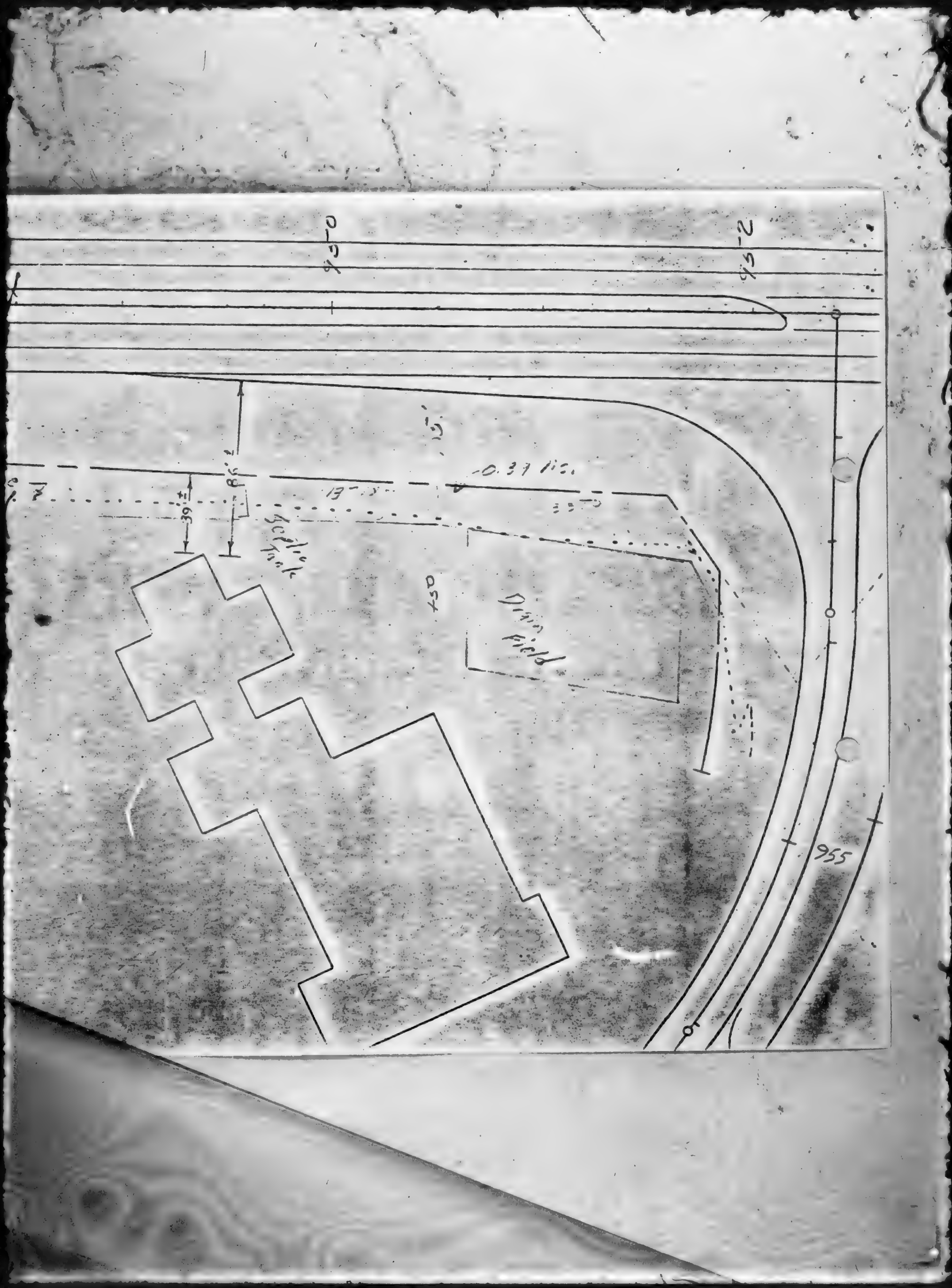
R/W ?

Toe of slope ?

39'±

R/W ?

Warren - Scappoose
Earth Berm
5:1 2:1 Inside 5:1 1½:1 Outside
14' Above MSL.


955

Comparison Estimate #2

School Sta. 950
Sound Barrier
Earth Berm / Block Wall

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Warren-Scappoose — Final Design
Highway Lower Columbia Riv. — County Columbia — Prefix
Length ____ Miles ____ — Designer Watson / Henry — Date 5-28-76
Signed ____ — Title ____

Grading & Drainage		$ ~~33,446~~ 19,298
Surfacing		$
Extra Work		
		$
		$
		$
		$
		$
		$
		$
		$
		$
		$
TOTAL EXTRA WORK		$
TOTAL		$ ~~33,446~~ 19,298
+20% Engineering and Contingencies		$ ~~6,689~~ 2860
Structures		
910 LF 5' Wall	$ 35,500	35500
	$	
	$	
	$	
Sub. TOTAL ~~STRUCTURES~~		$ ~~40,135~~ 52658
Right of Way 0.22 Acres		$
TOTAL ESTIMATED COST		$

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Warren - Scappoose Unit Final Design
Highway _____ County _____ Prefix _____
Length _____ Designer Watson / Henry Draftsman _____ Date 5-28-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization		6%	31,546			~~510~~ 1,700
Embankment	c.y.	1851			5.00	9,255
Block Wall	Sq. ft.	3,550			2.25	7,988
Conc. In Footing	c.y.	53.6			150.00	8,040
Steel In Footing	Ton	2.9			700.00	2,030
Landscape (Shrubs)	Sq. ft.	16,931			0.25	4,233

Total 33,446 14298

Warren-Spadoose

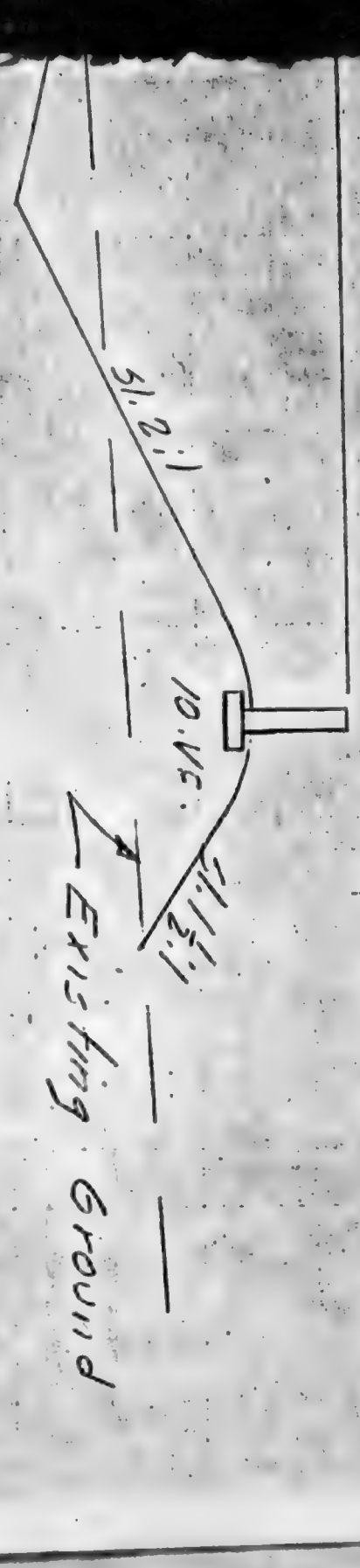
Fig 1 Design #2 - Earth Berm / Block Wall

Cinder Block Wall - 5' high

Proposed R/W - Var.

Cinder Block Wall - 5' high

Proposed R/W - Var.

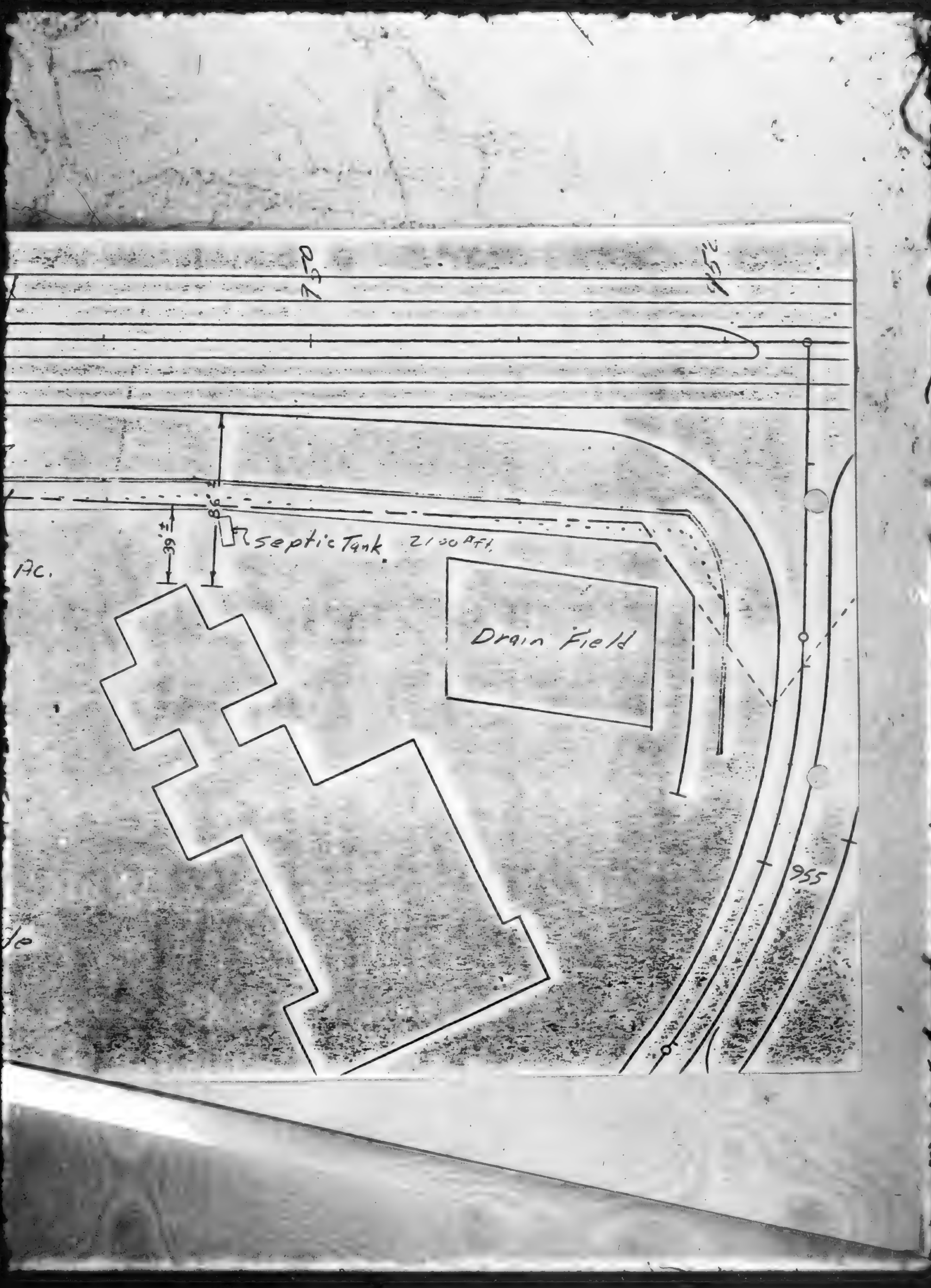


Final Design

2 - Earth Berm / Block Wall

6-1-76

R/W
Block Wall
7600° H.
R/W
0,22 Ac.
39'±
86
Warren - Scappoose
Earth Berm / Block Wall
5l. 2:1 Inside - 5l. 1½:1 Outside
14' Above Roadbed


Septic Tank
Drain Field
955

School - Sta. 950 Comparison Estimate #3

Sound Barrier

Wood Fence (5/8" Ply / Vert. Strips - Stained)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets.

Section Warren - Scappoose — Final Design
Highway Lower Columbia River Hwy — County Columbia — Prefix
Length ____ Miles ____ — Designer Watson / Henry — Date 5-28-76
Signed ____ — Title ____

Grading & Drainage		$ 20,940
Surfacing		$
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ —
TOTAL		$ 20,940
+20% Engineering and Contingencies		$ 4,188
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ —
Right of Way		$ —
TOTAL ESTIMATED COST		$ 25,128

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Warren - Scappoose Unit Final Design
Highway County Prefix
Length Designer Watson / Henry Draftsman Date 5-28-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Wood Fence	Sq. ft.	6585			3.00	19,755
Mobilization	6%					1,185

Warren - Standard Proposed

#3 - Wood Fence

Finish

Ed. Travel Lane

14'

Wood Fence

Proposed R/w

14'

Wood Fence

Proposed R/w

Final Design 6-1-76

Proposed

#3 - Wood Fence

1476

R/W

Wood Fence

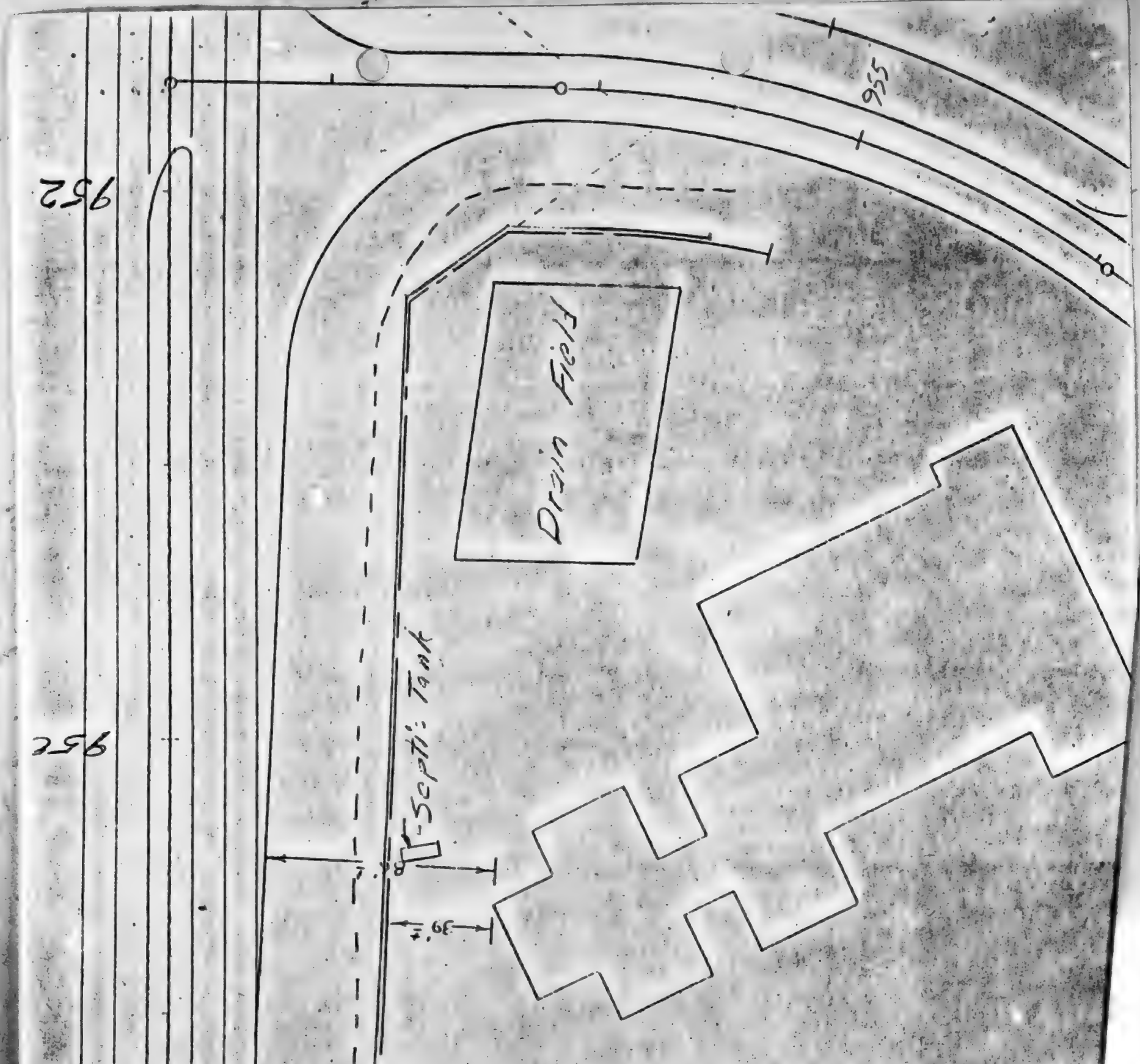
39'±

8"

-Sept

Warren - Scappoose

Wood Fence


955
952
256
Drain Field
Septic Tank
8'
±39'

Comparison Estimate #4

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

School - Sta. 950
Sound Barrier
Conc. Wall

Sheet 1 of 2 Sheets

Final Design

Section Warren - Scappoose
Highway Lower Columbia River Hwy. County Columbia Prefix:
Length _____ Miles _____ Designer Watson / Henry Date
Signed _____ Title

Grading & Drainage $ 84,546

Surfacing $

Extra Work

_____ $
_____ $
_____ $
_____ $
_____ $
_____ $
_____ $
_____ $
_____ $
_____ $
_____ $

TOTAL EXTRA WORK $

TOTAL . . . . . $ 84,546

+ 20 % Engineering and Contingencies $ 16,909

Structures

_____ $
_____ $
_____ $
_____ $

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . . $ 101,455

FOREST DIVISION

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

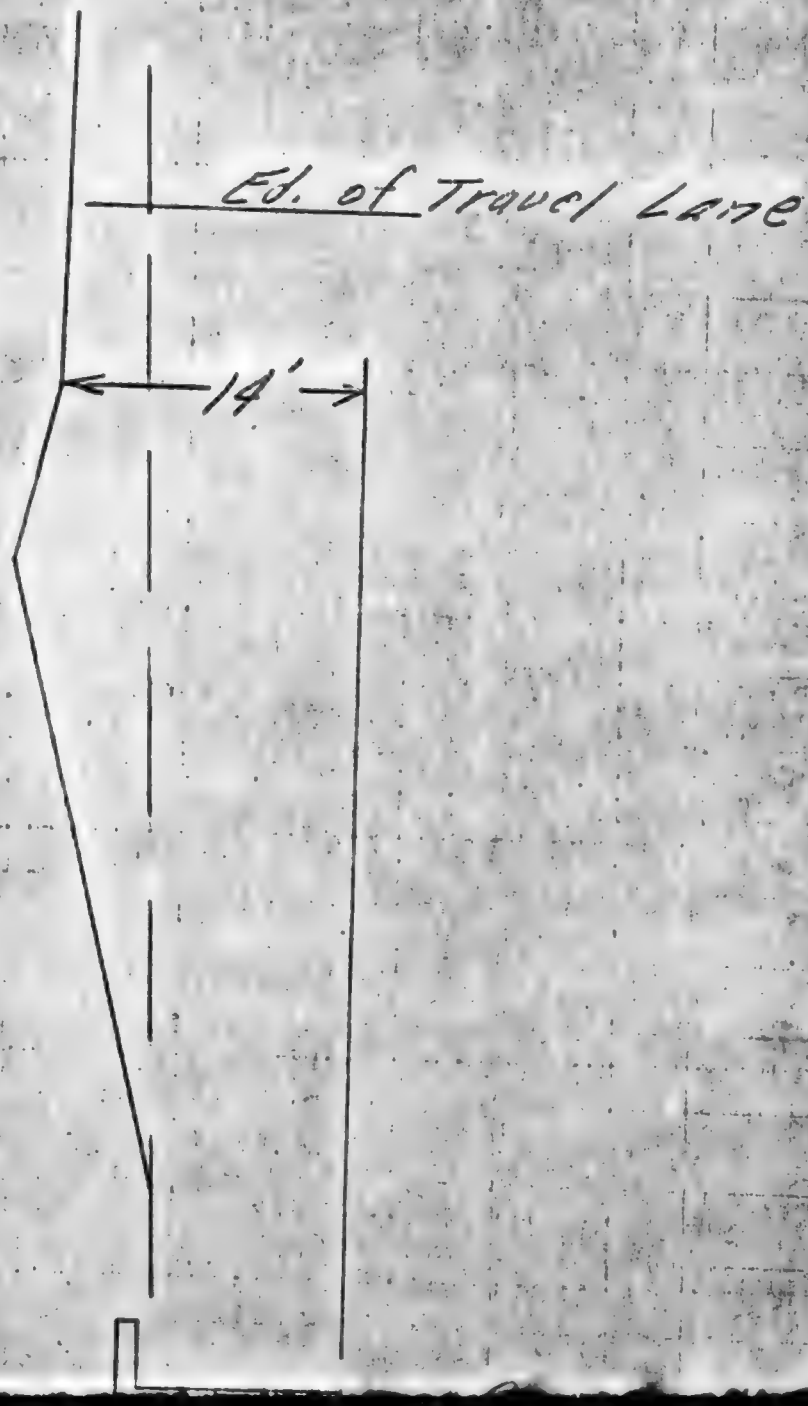
Section Warren - Scappoose Unit Final Design
Highway Lower Columbia Pky. Hwy. County Columbia Prefix
Length ___ Designer Watson / Henry Draftsman Watson / Henry Date 6-1-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Conc. in Wall	C.Y.	332			200.00	66,400
Steel	Ton	15.68			700.00	10,976
Structural Excavation	C.Y.	237			10.00	2,370
Mobilization		6%				4,800

Total 84,546

Warren - Scupposo



#4 - Conc. Wall Fidel

Ed. of Travel Lane

14'

Conc. Wall

Proposed R/W

Existing Ground

Scoppoose

4 - Conc. Wall

Final Design 6-1-76

944

95C

Top

R/W

8'±

Septic

39'±

Concrete Wall

Warren - Scappoose
Concrete Wall

950

952

Top of cut bank

8'±

30'±

Septic Tank

Drain Field

955

8798

April 19, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

715-H
679-H

Dear Senator Hatfield:

At your request I am providing information for your answer to the March 10 letter from Mr. and Mrs. Lester Langdon.

On January 13, I furnished you a status report (copy attached) on the Warren Section for your reply to the Honorable R. F. Hickey, Mayor of Scappoose. On February 23, Mrs. Langdon wrote to me (copy attached) commenting on the statements made by me in my report to you. A copy of my March 9 reply is attached.

The traffic analysis prepared by the Department of Transportation indicates the present two-lane roadway between West Lane Road and the four lanes in Scappoose will be adequate until 1982, based on existing trends. Since it appears no improvements other than the Warren Section will be made to the existing facility until after 1982, it is considered reasonable to extend the Warren Section from West Lane Road to the four lanes in Scappoose. The four lanes within the city will provide adequate service until 1990.

Mrs. Langdon is correct in stating there are not now four lanes through Scappoose. The four lanes are through the central business district, a distance of 6 1/2 or 7 blocks. The rest of the roadway within the city limits is two-lane.

The width of the proposed section through the Langdon property is 80 feet between curbs and the existing width is 57 feet, an increase of 23 feet (not 50 feet as she states). We have no plans to widen the existing four lanes in Scappoose.

The only properties purchased for right-of-way in Scappoose were two parcels deemed "hardship". Copies of correspondence containing justification for these transactions are attached.

As explained in my March 9 letter to Mrs. Langdon, the Highway Division is studying the transportation needs of Scappoose and when these studies are completed, a public hearing will be held.

I have also informed Mrs. Langdon that the Highway Division has no plans to improve the section between the four lanes in Scappoose and the four-lane roadway at the Multnomah County Line.

Every possible step will be taken to ensure that the citizens of Scappoose will be heard before proceeding with highway improvements in the community.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc Mr. Martin B. Gold
Legal Counsel

bc E. S. Hunter
R. L. Schroeder (enc.)
Frank Terpin
J. H. Versteeg "
Ed Hardt "

FET:mc ja

4-9

JOHN L. MC CLELLAN ARK., CHAIRMAN
WARREN G. MAGNUSON, WASH.
JOHN C. STENNIS, MISS.
JOHN O. PASTORE, R.I.
ROBERT C. BYRD, W. VA.
GALE W. MC GEE, WYO.
MIKE MANSFIELD, MONT.
WILLIAM PROXMIRE, WIS.
JOSEPH M. MONTOYA, N. MEX.
DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
BIRCH BAYH, IND.
THOMAS F. EAGLETON, MO.
LAWTON CHILES, FLA.
J. BENNETT JOHNSTON, LA.
WALTER D. HUDDLESTON, KY.
MILTON R. YOUNG, N. DAK.
ROMAN L. HRUSKA, NEBR.
CLIFFORD P. CASE, N.J.
HIRAM L. FONG, HAWAII
EDWARD W. BROOKE, MASS.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
CHARLES MC C. MATHIAS, JR., MD.
RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.
JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

March 30, 1976

Mr. Fred Klaboe
Oregon Highway Division
State Highway Building
Salem, Oregon 97310

Dear Fred:

Enclosed is a copy of the further letter I've received from Mr. and Mrs. Lester Langdon regarding a matter within the jurisdiction of your office.

I have explained to the Langdons that I do not have the authority to intervene in this situation, and that I am only contacting you for the purpose of procuring information.

I will appreciate your furnishing me with a response so that I can reply to the Langdons.

Best regards.

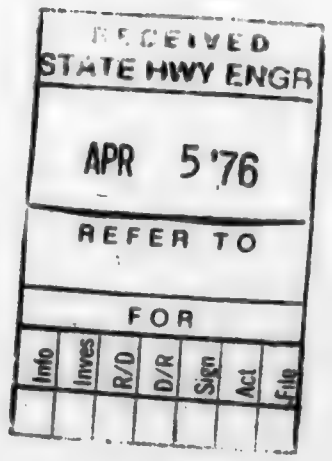
Sincerely,

Mark O. Hatfield
United States Senator

MOH:mgm
Enclosure

RECEIVED
STATE HWY ENGR
APR 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
APR 1 1976
LOCATION
SECTION



Box 665
Scappoose, OR
March 10, 1976

Senator Mark O. Hatfield
℅ Mr. Ken Levstone
Pioneer Courthouse
520 SW Morrison
Portland, OR

Dear Mr. Hatfield:

This letter is being written to bring your attention to a letter sent to you by F.B. Klaboe, Administrator and State Highway Engineer, dated January 13, 1976. We obtained a copy from the City of Scappoose.

Mr. Klaboe stated that stopping the Four-lane Warren to Scappoose section outside the North City limits would leave a short section of two-lane road between the improvement and the existing four lanes through the city. He does not explain that the section within the city past us is proposed 50 feet wider than the present section (which makes it 20 feet wider than the existing four-lanes in downtown) nor did he explain that there is a long section of two lane road from within the city to the existing four lanes at the Multnomah County line.

He also states "existing four lanes through the city will be adequate until 1990" - We do not have existing four lanes <u>through</u> Scappoose at the present time! At the most there is 6½ blocks. His answer dated March 9 of which you received a copy ignored any comment on this statement.

We feel that Mr. Kalboe is not presenting a true picture of this problem. We feel that the Highway department is trying to

get this wider section into our city limits so that they can go on through the city at a later date to connect with the new sect South of town. That would wipe out all of downtown and completely cut the city in two parts. We do not understand their determination to acquire so much right-of-way. This right-of-way takes a good chunk of commercially zoned land off the Scappoose tax rolls and moves many homes and business locations using tax money that would seem better spent for the by-pass for the future. Our town traffic is divided between Portland and St. Helens which really cuts the traffic count into halves.

The newspaper reports purchasing is starting on the North end of the project and stopping for the time being a few feet South of Tarbell Road, North of Scappoose. In the meantime they have bough some whole lots just North of the Post Office from people who have been wanting to sell for a long time.

Progress must come but we do not like the feeling that the project is being pushed through on those of us who do not want to be moved out and are interested in the effect of this highway on the whole town.

Sincerely

Mr. and Mrs. Lester Lang

File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

October 23, 1975

J.B. Boyd
ATTENTION John R. Oakes
Asst. R/W Engineer
State Highway Bldg.
Salem

Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

Liaison #102
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a hardship request and sales contract from LeRoy R. Moore. This is the Mobile Oil Station which was a part of the Palmquist property that Moore purchased in July 1974.

According to Bob Rounds, Design Engineer, this will probably be an entire taking regardless of where the new R/W line is located.

Estimated cost of this property is as follows:

Land	$ 6,100
Improvements	40,000
Damages	5,000
Incidentals	1,500
Demolition	2,000
Relocation	12,000
	$66,600

NOTED
ROBERT R. ROUNDS
OCT 27 1975

We would like to get authorization to acquire this file as soon as possible.

KR:kf

encs.

RECEIVED

Robert Straub
TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone ~~654-7741, Ext. 282~~ 653-3117

October 23, 1975

LeRoy R. Moore
P.O. Box 531
Scappoose, Oregon 97056

RE: Liaison #102
Warren-Scappoose Section
Columbia River Highway
Columbia County

Dear Mr. Moore:

In response to your letter of October 18, 1975 and our telephone conversation of October 22nd, I will recommend we request authorization to acquire your service station property as soon as possible.

A copy of your sales contract with Mrs. Palmquist will be forwarded to Salem, so that they can segregate out your parcel from the Palmquist property.

Your property was discussed with our design engineers yesterday. They will require considerable field information before they can definitely determine where the new right-of-way lines will be in the vicinity of your property.

I understand the problems that you face by January 1st, and we will do whatever is necessary to expedite this acquisition. However, at this time I cannot guarantee this will be done by the first of next year.

As soon as we get approval to go ahead, I will contact you.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd

October 18, 1975

State Highway Division
Kenneth Rolse
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rolse:

We would like to inquire about selling the property of Roy's Mobil on Highway 30, in Scappoose, which the new highway is scheduled to assume.

Due to Government and State regulations that govern service stations, we will have to provide some very expensive modifications by January 1, 1976, and due to financial and health reasons, we do not want to put out this expense.

Could we please request appraisal and valuation given to us on this property?

Sincerely,
LeRoy R Moore

Roy's Mobil
LeRoy Moore
Bonnie Moore

Ph. 543 2221
P.O 531
Scappoose Ore
97056

RECEIVED
OCT 20 1975
DIST. 1 - RIGHT OF WAY

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE September 12, 1975

TO J.B. Boyd
Right of Way Engineer
State Highway Building
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Liaison #98
Frank Marino
Warren-Scappoose Section
Columbia River Highway

Attached is a letter from Frank Marino requesting early acquisition of his Second Hand Store located in the proposed R/W on subject project.

Mr. Marino is going to require considerable time to relocate his store. The tenant that he had in the basement of this building recently vacated, and if we would acquire the property in the near future, he will not rent it.

I recommend early acquisition of this property as quickly as possible.

The estimated R/W cost on this property is as follows:

Land	$ 5,000
Improvements	25,000
Damages	4,000
Demolition	2,000
Relocation	10,000
Moving	2,000
	$48,000

KR:kf

attachments

Sept. 10, 1975

Right of Way Dept.
Oregon State Highway Division

Dear Mr. Robb,

Regarding business property owned by Frank and Gwendolyn Marino, on Highway 30, in Scappoose, Oregon

We would like your representative to appraise our property preparatory to purchase by the State of Oregon.

Since we think, at this time, we will be relocating, it will be to our advantage to have as much time as possible to find another building and it would aid us to know how much we would have to reinvest in another property.

You may call us at our Portland phone number, 255-5039, to make arrangements to see our property.

RECEIVED
SEP 12 1975
DIST. 1 - RIGHT OF WAY

Sincerely
Frank Marino

Frank Marino
9510 N.E. Thompson

1143+00
Const. Tie ...
Const. ...
Inst. ... 64'-12'-...

1140

105

FRANK MARINO

98

97

102

101

+42

+38

+40

1-9

1142+00
Const. Rt. App. Rt.

1139+...
... Rt. App. Rt.

3+00
+ Rt. App. Rt.

8798

PRO 6-2

April 16, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. M. Rullman
Project Management Engineer

SUBJECT Project No. FF-27(11)
Warren-Scappoose Section (ROW)
(File 48800-Remit)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The right-of-way to be acquired is as outlined in red on the attached sketch map.

Attached is a copy of Mr. Oakes' memo dated April 14, 1976 with attachments which set forth the estimated cost of the property and the hardship which exists.

Within a reasonable period of time, prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based on an analysis of the relocation problems and the previously approved relocation plan. Relocation assistance is being provided from the previously approved relocation local project relocation office.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

Authorization to proceed with the acquisition of this parcel will result in an obligation in total cost and federal funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$ 110,000	$ 88,000
Moving Cost (4 families)	2,000	1,500
Replacement Housing	18,000	14,000
Moving Costs (1 business)	5,000	3,900
Demolition	2,000	1,500
TOTAL	$ 137,000	$108,900

CL:ljt

Attachments

cc: J. R. Oakes
Frank Lowe
D. E. Sean

8798

8

April 15, 1976

662-H

Mrs. Lester Langdon
Box 665
Scappoose, OR 97056

Dear Mrs. Langdon:

In response to your March 10 letter, enclosed is a copy of the Final Environmental Impact Statement, a copy of the analysis of the Corridor-Design Hearing testimony for the Warren-Scappoose Unit, the Scappoose Traffic Analysis (which is being used in our current studies for improvement of transportation facilities in the Scappoose area), and a copy of the Warren-Scappoose Hearing Transcript.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
R. E. Royer (enc.)
R. L. Schroeder "
Frank Terpin
Ed Hardt "

WHT:jp ja

31/19

Box 665
Scappoose, Oregon
March 10, 1976

Mr. F. B. Klaboe
Administrator and State
Highway Engineer
Salem, Oregon

Dear Mr. Klaboe:

Thank you for your letter of March 9, 1976. We realize the need for safety and traffic handling but do not feel that the proposed solution is appropriatefor the City of Scappoose and for those of us who are interested in our homes and business locations.

Would you please send me a copy of the study that determined the traffic needs for the Scappoose Area, specifically this section proposed from the Post Office on North. We would also like a copy of the Public Hearing findings which led to the conclusion that this additional four-lane section inside the City of Scappoose is needed.

Sincerely,

Mrs Lester Langdon

Mrs. Lester Langdon

Langdon Supply
P. O. Box 665
Scappoose, Oregon 97056

ESH

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
OR
Info | Lmnts | R/D | O/R | | | Eng

RECEIVED
MAR 12 1976
LOCATION
SECTION

8798

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 15, 1976

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

TO: James H. Versteeg
Road Design Engineer

A review of the subject section shows it to be an integral part of the CRAG master plan for bikeways. For this reason we would like the planned 8-foot shoulders to be striped and signed as bike lanes.

By copy of this letter, Mr. Scofield will be asked to prepare plans and estimates for this signing and striping.

DES:jp
cc Wink Brooks
Ed Hardt
Elmer Scofield - Traffic

REFERRED TO

1 Beardsley — Reed
Cole — Semple
X Eriksen — 2 Watson BW
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olsen
2 Patterson Doc
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8798

Salem, Oregon
April 12, 1976

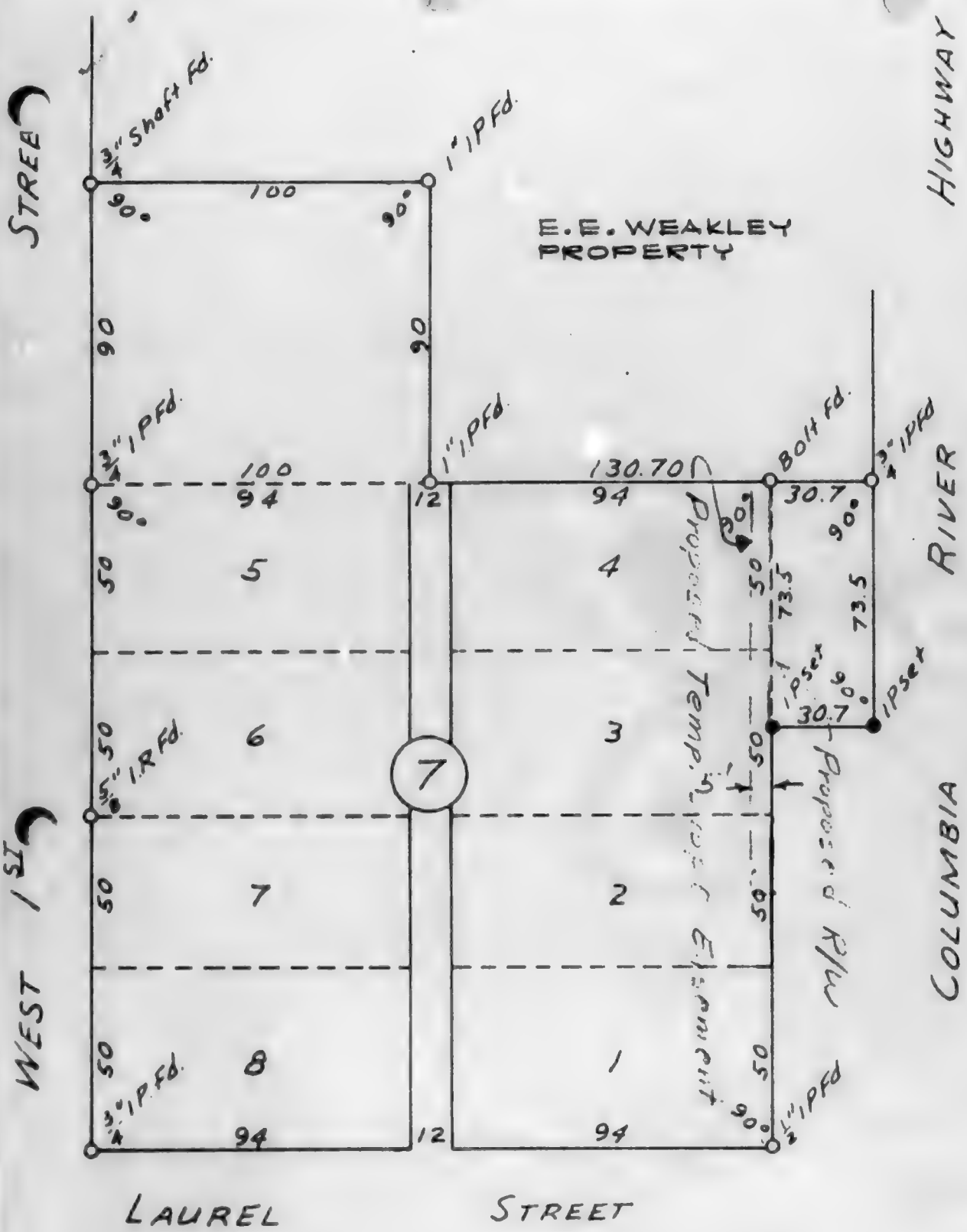
ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Kenneth Rolfe
Region I R/W Supervisor

Warren-Scappoose
Lower Columbia River Highway
Columbia County

Enclosed is the topographical survey map and survey plat of the Credit Union property showing the proposed right of way and slope easement colored in green. This is in answer to your letter of April 2, 1976.

LKW:jh
Enclosure
cc: L. K. Watson



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 12, 1968
PHILIP DEWEY
847

REFERENCE MAP No. 2-420
REFERENCE MAP No.
REFERENCE MAP No.
WORK MAP No.
FIELD BOOK 8 PAGE 3-12
FIELD BOOK PAGE
DEED REF D. B PAGE
DEED REF D. B PAGE

SURVEY FOR

St. Helens Federal Credit Union

LOT 1-8 BLOCK 7
SUBDIVISION Scappoose
DONATION LAND CLAIM
IN THE ¼ OF THE ¼ OF
SECTION 12 T. 3 N., R. 2 W., W. M.
COLUMBIA COUNTY OREGON
DATE March 3, 1976 Scale 1" = 50 ft

8798

2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 12, 1976

TO D. O. Christensen
Supervising Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Files 48769, 48770, 48771
Warren-Scappoose Section
Columbia River Hwy.
Columbia County

We recently received a revision request that you approved including the instructions to cancel the above files.

Our condemnation attorney, Mr. Riveness, informs me that we cannot place people on a service road without buying their present access rights to the main highway. He also informs me that if the service road is not being consructed that his interpretation of the throughway act would require that the State purchase access control whenever they reconstruct a throughway.

Although we have not always followed this interpretation too closely, I believe we should attempt to clear up this access control under this project.

Please let me know if you concur.

JRO:ha

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe

Return Discuss Do File Copy Do...
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
APR 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

.8798

Salem, Oregon
April 9, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48800 - Romiti
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization and R/W prints covering a partial taking hardship case on the subject section, as requested in your letter dated April 8, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

49800

DATE April 8, 1976

TO J. H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

File 48800 Romiti
Partial taking

SUBJECT Romiti Property
Warren-Scappoose Section
Columbia River Highway
Columbia County

I am attaching copies of a hardship request and Mr. Rolfe's answer with his letter to Mr. Boyd in regard to the request.

Mr. Rolfe advances a very reasonable argument in favor of purchase as early as possible.

I discussed this with Mr. Christenson and found that the station on this location where design will be affected by the agreement with the City of Scappoose is at Harry West Road, the northerly boundary of Mr. Romiti's property. However, as Mr. Christenson states that any design between Harry West Road and Scappoose will affect the property, right-of-way will probably wipe out the major improvements.

If a description of only the necessary right-of-way cannot be written at this time, we believe the best solution would be to purchase the entire property and determine by use of the appraisal the amount that should be participating after right-of-way lines are established. Please have a description prepared.

JRO:ha
Att.
cc R. L. Schroeder
Ken Rolfe
L. W. Rulien

Desc. to R/W ← 3
4-9-76 (48800)

1 Versteeg
2 Olson adp
Christensen
3 Scott 1
Swenson
Savage
Trout

RECEIVED
APR 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

To Scott for description (partial taking) of purchase after programmed/FHWA.

Desc has been written - File 48800 4/8/76 ADO. 4/8/76

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE April 2, 1976

TO J.B. Boyd
Right of Way Engineer
State Highway Building
Salem

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Romiti Property Lessee
Liaison #76
Station 1085
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a letter from Valerie Lauter, lessee of the grocery store-service station on subject property, requesting that we buy the property on a hardship basis.

Since this is a lessee it would, of course, be impossible to buy the property to solve her hardship. However, I would like to request authorization to buy the property as a protective acquisition and to give us time to work on the complicated relocation problems involved here. This property consists of one duplex, one rental house, the property owner's house and the leased service station and grocery store. This is going to take a considerable amount of time to get all these occupants relocated, and it would solve the lessee hardship problem at the same time.

KR:kf

attachment

John: Please review & recommend JB 4/7/76

RIGHT OF WAY SECTION
RECEIVED
APR 5 1976

RECEIVED
APR 2 1976
DIST. 1 - RIGHT OF WAY

March 30, 1976

Dear Sir,

It is my understanding that you may consider us a hardship case, and possibly buy us up as soon as possible. My Mother and I are partners of the Hi-way Grocery. We have three gas pumps and a small Grocery store. We do not own the land or building. We have been here for 5½ years. The last 2 years we have not put much into building and business as we thought the Hiway would be through much sooner. This has caused us a number of problems. When the new cars came out that required

only wanted you, we didn't put in the new pump as we just time we it would not pay for itself, leaving us to face a number of steady customers.

We need to replace a couple of our fences, but just that wouldn't be worth it either. The floor needs work done on it and the stairs needs to be painted.

Our main problem is healthwise. My Grandmother has been ill for the past 6 months and my mother has been trying to carry the load for her. So with that and keeping up with the stock, it has shown its toll on her. If she keeps going at the pace we are afraid of a complete collapse. It is hard

for me & carry any more g-
kind than I already am to =
have a Grandmother and
Grandfather that have me and
& keep them but me. My
mother-in-law is a severe
diabetic and requires much help,
plus I have 2 teen-age
boys that are very active in
church and school affairs which
is why I keep me very busy.
Have key & have to
come by, plus as a small
business it takes all the extra
money we make.
My husband talked to
Gregory Mier, right of way agent
in this area, he said it
may be possible to use a
little discretion with Mr.
Romitti, (the owner of the land

and building). He is under arrest
only let in the city, he
would rather not have to
fight with him & possibly
worse you could let him
think it was time to be
buying us up and not that
we were out so badly. Thank-
you for any help you can
give us.

Sincerely

Valerie Lauter
Courtney Hwy Grocery

OREGON STATE
HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone ~~654-7741, Ext. 282~~ 653-3113

~~TOM McCALL~~
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 2, 1976

Valerie Lauter
HiWay Grocery
Route 2, Box 19
Scappoose, Oregon 97051

Liaison #76-Romiti Property
Warren-Scappoose Section
Columbia River Highway
Columbia County

Dear Mrs. Lauter:

Thank you for your letter of March 30, 1976. As a lessee on this property, it is impossible to buy this property to solve your hardship situation. However, I have asked for authorization to purchase several properties in this area to assure us of adequate time to relocate all the occupants in houses which we will have to acquire. If we receive this authorization, we would be able to proceed with these acquisitions and it would solve your problem.

I can appreciate your position, and I hope what we will be able to do will be of benefit to you. Again, thank you for your letter and if you have any additional questions, please do not hesitate calling the Milwaukie office collect at 1-653-3113 or the Scappoose Relocation Project House at 543-7162.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd

8798 ● ● 2W

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE April 2, 1976

TO J.H. Versteeg
Road Design Engineer

Attention: Lyle Watson
Design Team Supervisor
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT St. Helens Federal Credit Union
Scappoose Branch

Attached is a letter from Architect Jim Grady, together with a property survey and topographical survey on the property the Credit Union purchased at the northwest corner of Laurel Street in Scappoose.

We would appreciate it if you could comply with his request of plotting the right of way line in and also the slope easement, if one is required. Return the surveys to this office.

These people have been most helpful to us and we would appreciate it if you could do this for them.

KR:sdl

Attachments

1 Versteeg ✓
Olson
2 Christensen Doz
Scott
Swanson
Savage
Trout

NOTED
L. K. WATSON

RECEIVED
APR 5 1976
ROAD DESIGN SECTION

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Return To
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Revised prints sent
4-12-76 L.W.

8798

PECK/GRADY associated architects

1 April 1976

Mr. Marvin G. McEldowney
Senior Acquisition Agent
Right of Way Unit
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Re: St. Helens Federal Credit Union
Scappoose Branch

Dear Marvin:

Enclosed are two property surveys and two topographical surveys of the Credit Union property. Would you please indicate on one copy and return to us the following information:

- The location of the right of way in relationship to the property line paralleling the Columbia River Highway.

- Estimate of the slope easement if required to support the sidewalk paralleling the Columbia River Highway.

Thank you for your help and assistance in this matter.

Sincerely,

James A. Grady

JAG:pb

Encl.

RECEIVED
APR 2 1976
DIST. 1-RIGHT OF WAY

1130 southwest morrison
portland, oregon • 97205
telephone 503 / 228-5151

8798

20

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 18, 1976

TO J.H. Versteeg
Road Design Engineer

ATTENTION: Lyle Watson
Design Team Supervisor
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Frontage Road Justification
Warren-Scappoose Section
Columbia River Highway
Columbia County
Fed. No. FF-27(11)

Attached is a land economic study prepared by Hank Brindley, on subject frontage road.

Right of way costs for the present design with direct access to the highway has been estimated at $7500. Estimated right of way costs retaining the frontage road, as proposed under Plan 2, is estimated at $2800.

KR:sdl

Attachment

CC: J.B. Boyd
E.L. Hardt

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	✓ Watson W.
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Estimates are made up for both proposals.

1 Versteeg ✓
Olson
2 Christensen Due
3 Scott
Swenson
Anderson
Trout

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ROBERT R. ROUNDS

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 18, 1976

TO Kenneth Rolfe
Regional R/W Supervisor
O F F I C E

FROM Henry M. Brindley
Henry M. Brindley
Regional Appraiser
Milwaukie

SUBJECT Comparison of R/W Costs for Files 48768, 48769, 48770, 48771 and 48772
Warren - Scappoose Section
Columbia River Highway
Columbia County
Fed. No. FF-27(11)

Right of way cost will be reduced $4,700 if the proposed design retaining the existing frontage road and constructing a cul-de-sac in the northeasterly corner of file 48772 Dahlgren is used.

Right of way cost as per present design, driveways having direct access to highway, otherwise complete restriction of access.

48768 Longston - Dale Rossman reports there is an existing gravel approach at approximate Sta. 928+82. Access list calls for access reservation with owner to construct approach.		
Access control = nominal @	$ 50	
Damage - cost for owner to construct approach.	1,080	$1,130
48769 Lund - State will reconnect driveway.		
Access control = nominal @	50	
Damages - to drain field & landscaping for turn around.	2,000	2,050
48770 Johnson - State will reconnect driveway.		
Access control = nominal @	50	
Damage-connect driveway to alley.	300	350
48771 Bradley - State will reconnect driveway.		
Access control = nominal @	50	
Damage - Connect driveway to alley.	300	350

48772 Dahlgren - State will reconnect driveway.		
Access control = nominal @	-0-	
Damage - construct interior road	$3,600	$3,600
TOTAL		$7,480
Rounded To		$7,500

Right of way cost as proposed design, retaining existing frontage road and constructing cul-de-sac at south end.

48768 Longston - Complete restriction of access to hwy. uncontrolled to frontage rd.		
Access control = nominal @	$ 50	$ 50
48769 Lund - Complete restriction of access to hwy. Uncontrolled to frontage road.		
Access control = nominal	50	50
48770 Johnson - Complete restriction of access to hwy. Uncontrolled to frontage road.		
Access control = nominal	50	50
48771 Bradley - Complete restriction of access to hwy. Uncontrolled to frontage road.		
Access control = nominal	50	50
48772 Dahlgren - Restricted to location Sta. 940+30. Uncontrolled to frontage road.		
Access control = nominal	50	
R/W for cul-de-sac @	2,500	2,550
TOTAL		$2,750
Rounded to		$2,800

HMB:sdl

8798

2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

March 15, 1976

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: WARREN-SCAPPOOSE SECTION
LOWER COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

TO: DUANE CHRISTENSEN
Final Design Engineer

Your March 15 letter sent us plans for two alternate frontage-road-type accesses from station 926 to 944+50 on the subject project. You asked which we preferred.

In response is a copy of a letter from Region Right of Way Supervisor Ken Rolfe indicating that from a right-of-way standpoint Plan No. 2 is preferred. I feel that either plan is acceptable and hence would agree with Mr. Rolfe that we adopt Plan No. 2.

ELH/cr
Attachment
cc Ken Rolfe

REFERRED TO

Board — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Verstoeg
Olson
2 Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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FORM S-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 11, 1976

TO Edward L. Hardt
Regional Engineer
B U I L D I N G

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Frontage Road
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

DE RME RCE FAE
TE RECEIVED RSM
UE MAR 11 1976 RSC
SO REGION 1 RBI
ENV LOC

The two frontage road plans we received from Duane Christensen have been discussed with all the property owners involved except Longston, an absentee owner. They unanimously are in favor of the frontage road as opposed to direct access.

Both plans were discussed with Mr. and Mrs. Dahlgren. They prefer Plan No. 2 because it would require less right-of-way. I would agree with them. I think this plan would be very workable. Some consideration might be given to moving the approach south to match up with the crossing over the railroad tracks on the east side of the highway at 935+00.

As soon as we get revised descriptions, we will have these properties re-appraised for access control and the needed right of way.

KR:kf

cc J.B. Boyd

31,2

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 5, 1976

Duane O. Christensen
Final Design Engineer

Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

Ed Hardt
Region 1 Engineer

Right of Way Supervisor, Ken Rolfe, requested an investigation be made to connect the existing frontage road right of station 926+00 to station 944+50 and eliminate four direct accesses to the highway.

Two plans are being submitted for your review. Additional right of way will be required on both plans. Highway roadbed cut slopes will be 2:1 to eliminate removal of the frontage road. Profile grades of the road approaches are shown on the plans if connected to the main roadway. No construction on approaches will be required if access points connect to frontage road.

If you elect to use the frontage road concept, each property owner effected should be contacted and informed of the proposed revision. This revision has been reviewed with the environmental section and if adopted, will not effect the E.I.S.

Please inform me of your final decision on this matter.

DOC:az
Attachment
cc: Lyle Watson

1 Vanderzanden ✓
Olson
1 Christensen DOC
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 5 1976
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

RECEIVED
MAR 8 1976
LOCATION SECTION

NOTED
W. N. HACKLEMAN

REFERRED TO
Will
By Location Engineer
Dicus

8788

9

March 9, 1976

Mrs. Lester Langdon
Box 665
Scappoose, OR 97056

632-H

Dear Mrs. Langgon:

In previous correspondence (December 11, 1975), the reasons for extending the Warren to Scappoose Section to the existing four lanes were clearly stated. As we mentioned in our letter to Senator Hatfield, we did not feel it appropriate from a safety and traffic handling standpoint to leave such a short section of two lanes between West Lane Road and the existing four lanes. The widths adopted for the improvement were determined from traffic needs and will provide the most efficient movement of traffic commensurate with the prevailing conditions for the area.

At present, we have no plans to extend the existing four lanes south to close the gap between Scappoose and the Multnomah County line. We are conducting studies to evaluate the transportation needs for Scappoose which will include possible bypass routes, as well as improvement of the existing highway. We plan to complete these studies and present the results at a corridor public hearing about December 1976. The results of this hearing will give us a complete picture and will assist us in determining the direction that future highway improvements in the Scappoose area will take.

Our intention is to involve the citizens of your area in the planning process and I hope you will present your views at the public hearing.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Mark O. Hatfield
United States Senator

bc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Ed Hardt
Frank E. Terpin

(Gen. File)

Box 665
Scappoose, Oregon
February 23, 1976

Mr. F.B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon

Dear Mr. Klaboe:

This letter is a response to a letter sent by you to the Honorable Mark O. Hatfield dated January 13, 1976

You state that stopping " the four-lane Warren to Scappoose section outside the North City limits would leave a short section of two-lane road between the improvement and the existing four-lanes through the city." You do not explain that the section within the city is proposed 50 feet wider than the present section- much wider than the existing four-lane section in the city- or that there is a long two-lane section from within the city to the existing new four-lanes South of town.

You state that "existing four lanes through the city will be adequate until 1990" - does this mean that you plan to build on through Scappoose South to the existing new section at the same width of the proposed section that comes in the North end of town to the Federal Building? Also - We do not have existing four lanes <u>through</u> Scappoose at the present time!

I have written to Mr. Hatfield and explained the whole picture to him because I feel that your facts do not include the whole picture that exists and do not give us a fair chance to have our problem solved in a manner to protect the residents of Scappoose.

Sincerely yours,
Mrs Lester Langdon
Mrs. Lester Langdon

RECEIVED
FEB 27 1976
LOCATION
SECTION

ESH

8798

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Salem, OR 97310
March 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, Right Of Way Engineer

SUBJECT: Warren-Scappoose Sec. - Appraisals
File 48684 - Frank (Bartlett, C.P.)

1045-S

We have done considerable work on the above appraisals and we met on the site with your Division Right Of Way Officer. Steps have been taken to recognize the questions brought up in your letter of October 17, 1975 in a memo written by Mr. Milner Mead which is attached for your information. We will continue to attempt a rational solution to this problem.

The updating of the appraisals and the additional appraisal, as indicated in Mr. Meade's letter, should solve the problems.

JBB:ha
att.
cc Fred Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog

NOTED
R. L. SCHROEDER

RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

T. Bengal

FORM E-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 27, 1976

TO Ken Rolfe, Regional Right of Way Supervisor

FROM Milner M. Mead

Milner M. Mead, Appraisal Supervisor

SUBJECT File 48684 - Frank (Bartlett, Contract Purchaser)
Warren-Scappoose Section
(Lower) Columbia River Highway
Columbia County
Project FF-27 (11)

Attached for your information are copies of FHWA letters dated 10/10/75, 10/17/75, my letter to Jack Sollis dated 11/26/75, Mary Deits' reply dated 12/31/75, ORS 374.305 and ORS 374.307.

Pursuant to the above and to discussions held when we viewed the property in the field on 2/27/76 (Boyd, Chatwood, Sollis, Rolfe and Mead), the following steps are recommended for subject file.

The property owners are to be advised, through their attorney, that their encroachments upon existing right of way are illegal and are subject to removal from the right of way upon demand by the State. Because of the pending acquisition of additional right of way, which will nullify any immediate necessity to restore the existing restaurant's utility and thus cause a needless expenditure of money by the owners at this time, that demand should not be exercised if at all possible. However, the valuation of the entire property must recognize the existing situation and must assume that even in the absence of the current project, continued use of the existing restaurant would require immediate elimination of the encroachments by establishing parking and sewage pumping facilities off the right of way. A copy of W. J. Scofield's January, 1976, detail map for subject file should be provided to the owners so that the encroachments may be clearly identified.

To circumvent the necessity to serve thirty day's notice as required by ORS 374.307, thereby allowing the encroachments to remain until after the pending acquisition, it is suggested that the owners be asked to enter into a Land Use Agreement with the State at a nominal consideration. Assurances may be given that a similar agreement, at a consideration to be based upon economic rent, can be entered into after acquisition of the proposed right of way until such time as the present owners desire to vacate or until the right of way must be cleared for construction, whichever is the earlier.

NOTED

The FHWA letters of 10/10/75 and 10/17/76 also point to discrepancies in our appraisal documentation. Both appraisers should be asked to reconsider the questions of zoning, comprehensive plan, highest and best use, area demand and comparable sales.

Mr. Buettner should be asked specifically to submit additional explanation in support of the damage item he attributes to loss of interim value allocated to the rental houses.

Both appraisers should be advised that the encroachments upon the existing right of way constitute trespass, thereby being in violation of ORS 374.305 and subject to removal upon thirty days' notice pursuant to ORS 374.307. Their appraisals of the entirety therefore are to reflect the fact that the encroachments must be removed, and further are to include any depreciation in value, or costs to cure that depreciation, which might result from such removal.

Inasmuch as Mr. Jarmer's equipment appraisal and Mr. Brindley's sign appraisal are now six months old, it is probable that they should be updated for reconsideration by the appraisers.

Considering the complexity of the appraisal problem, it is also believed that a third appraisal should be secured as provided in paragraph 4.018 (3) of the Right of Way Manual.

MMM/bdr
Attach.
cc: Jack Sollis
J. B. Boyd
Carl Schmidt
Chas. Mathias

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 27, 1976

Mr. and Mrs. Ralph Langdon
P. O. Box 720
Scappoose, OR 97056

595-H

498}H
438}

Dear Mr. and Mrs. Langdon:

I have reviewed the past exchange of correspondence between you and the Highway Division and I am sorry you feel they have given you the run around.

It appears that your main interest is in having the bypass of Scappoose built as soon as possible. As you have previously been advised, the probability of a bypass in the near future is remote because of the funding situation. However, preliminary engineering to prepare for the project is under way. The Highway Division and local officials are developing the alternatives for the bypass which will be presented to the public at a corridor hearing about the first of 1977. The purpose of the public hearing is to select the routing of a future bypass.

There are not adequate funds available to make all the improvements which are needed statewide. Holding a corridor hearing and selecting the route for the future bypass will advance the project to a stage where final design and right-of-way acquisition can begin when and if funds do become available.

Since you feel that the eastside bypass is the better of the alternatives, I suggest you appear at the corridor hearing and become a part of the selection process by placing your views in the record at that time.

Sincerely,

Governor

RWS:ha

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

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STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

COPY

004668

Please prepare draft reply for Governor's signature by 2-20 Thank you.

RECEIVED
FEB 9 1976
Governor's Office

PLEASE RETURN ORIGINAL LETTER

Transp

Salem Ore
Feb 5, 1976.

Ralph Langdon
Box 720
Scappoose, OR. 97056

Governor Straub.
Salem, Oregon.

Dear Sir.

After getting the run around by the highway department for two years in appealing to you for help. Every meeting with the department we have protesting the taking of any more business and homes for highway when they plan to go elsewhere later. So far they are buying sub-sidians and putting two or three tap. cigar joints.

Mr Halvorson promised to help but refused to take away from the East side route. Only excuse we have heard is it costs more money and will scare the wealthy people ducks.

We lived in Scappoose since 1904 and don't need the engineer to tell me what is good for Scappoose

Sincerely Mr & Mrs. Ralph Langdon

LW 2-18
ESH
RIO

ST. Helens, Oregon
Chronicle & Sentinel Mist
(Cir. W. 5,068)

JAN 22 1976

Allen's P. C. B. Est. 1888

Highway 30 Bypass analysis promised

The Oregon Highway Division has promised Scappoose a full environmental analysis of the Highway 30 bypass question, and bypass corridor hearings leading to establishment of the highway route near Scappoose by the year's end.

Scappoose officials have been suspicious that the Highway Division's final intention is to bisect Scappoose with the four-lane Highway 30 improvements along the current alignment of the road through town.

In a traffic analysis and preliminary environmental report issued in October, the Highway Division lists cost and impact conclusions which tend to favor the central route despite claims that no preference now exists.

The west side bypass corridor shows projected traffic peak in 1993 at 10,800 vehicles a day. At a cost of $6.6 million, the alternative would have the following impacts: Could cause noise and air pollution problems; Separates new residential areas from central business district and schools; Crosses five existing roads which would require stop signs and possibly create hazards.

The central route alternative shows a 1993 peak traffic projection at 23,400 vehicles a day. With a $4.8 million price tag, the Highway Division report notes the following impacts: Widening and realignment will encroach on the railroad throughout the project; Several graves would have to be moved in Fairview Cemetery which can be a very time consuming process.

The east side bypass alternative includes a traffic projection of 11,700 at the peak. With a cost projected at $15.3 million, the project is said to have five impacts, including: Requires dike type fill because of the presence of the flood plain of Willamette River; May conflict with the proposed Columbia County Airport; Would disrupt existing farm units; Would reduce wildlife habitat; Would disrupt existing mobile home park.

Scappoose officials are expected to note in eventual bypass hearings that the preliminary report seemed to be disproportionately weighed to the middle route. It has been pointed out, at the least, that if 10,800 vehicles a day on the western route could cause noise a pollution, that vehicles a day o central route might the same problem.

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cost and impact conclusions which tend to favor the central route despite claims that no preference now exists.

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Scappoose officials are expected to note in eventual bypass hearings that the preliminary report seemed to be disproportionately weighed to the middle route. It has been pointed out, at the least, that if 10,800 vehicles a day on the western route could cause noise and air pollution, that 23,400 vehicles a day on the central route might cause the same problem.

CY Rec'd 2-11-76

CON 21-
CNL. R. (L)
SP

January 29, 1976

Mr. and Mrs. Ralph Langdon
603 N. W. First Street
Scappoose, OR 97056

Dear Mr. and Mrs. Langdon:

I share your concern for the safety of pedestrians who need to cross the existing four-lane highway in the city of Scappoose.

498-H
438-

The Warren-Scappoose project now being proposed will not change this existing condition. Work on the project would end near Williams Street. No reconstruction of the highway is proposed from that point southerly through the city.

I am enclosing a map of Scappoose showing the southerly end of the Warren-Scappoose project, which I hope will be helpful in showing that existing conditions will not be changed through the business district.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.

bc E. S. Hunter
R. L. Schroeder (enc.)
L. E. George "
Victor D. Wolfe
J. H. Versteeg "
Ed Hardt "

ESH:ja

Proposed Warren - Scappoose Project

South End of Project

SCAPPOOSE

COLUMBIA COUNTY, OREGON

T.3N., R.2W.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
DESIGNATION OF FA SYSTEM
DESIGNATION OF ROUTE
LIMITED ACCESS HIGHWAY
DIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
CITY HALL
COUNTY HOUSE
AIRPORT
LIBRARY
PUBLIC BLDG

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 2,076

Revised January 1972

1-16

Seaside, Ore
Jan 9, 1976.

Oregon State Highway Comm
Salem, Oregon

RECEIVED
JAN 12 1975
LOCATION
SECTION

Gentlemen.

A letter from Mr Hunter looks as if all the protest meetings we have held the Engineers are going down the Seaside, cutting it in two distinct areas.

In desperation I must tell you that we feel that every accident and death on this stretch of road will be laid directly at your door.

Elderly people who dont drive are taking chances enough now. Come and walk it yourself before you make this mistake. How cheap is life anyway?

Yours truly

ESH

Ralph and Ing Langdon

CON 21-
Cat. K.(L)
JP.

MARK O. HATFIELD
OREGON

475 COTTAGE, N.E.
SALEM, OREGON 97301

ROOM 106, PIONEER COURTHOUSE
PORTLAND, OREGON 97205

United States Senate

WASHINGTON, D.C. 20510

January 3, 1976

Mr. and Mrs. Ralph P. Langdon
603 N.W. First St.
Scappoose, OR 97056

Dear Mr. and Mrs. Langdon:

Thank you for your recent letter. I appreciate your bringing this matter to my attention and wish to assure you of my desire to be of all possible help.

As a federal legislator, however, I do not have authority over matters pertaining to Oregon's state highway system. These are the responsibility of our state government, and accordingly, I am taking the liberty of forwarding your letter to the address below, with the request that it be given the proper attention.

I shall be happy to assist you on any federal government problems, should the need arise.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:js
c Mr. F. B. Klaboe, Administrator
State Highway Division
140 Highway Building
Salem, OR 97310

RECEIVED
STATE HWY ENG
JAN 9 '76
REFER TO
ESH
EVA
Info | Insp | RAD | D/R | Sec | Act

438 ★

Sec 21-2
Warren-Scappoose
SP

December 31, 1975

Mr. and Mrs. Ralph Langdon
603 N. W. First Street
Scappoose, OR 97056

438-H

Dear Mr. and Mrs. Langdon:

This is in reply to your December 15 letter expressing concern about highway improvements in the Scappoose area. As you are aware, there was testimony (based upon the concept of a bypass route) presented at the public hearing in favor of the highway improvement between Warren and Scappoose terminating in the vicinity of West Lane Road.

The probability of a bypass is remote because of the funding situation. We therefore believe it is in the best interest of the public to complete this section of highway to four lanes as an extension of the existing four-lane facility in Scappoose. Terminating the improvement at West Lane Road would result in a hazardous two-lane segment lying between two four-lane sections.

Our traffic analyses indicate that four lanes are and will be required to properly handle traffic on the existing facility between West Lane Road and Scappoose, whether or not a bypass is constructed. The proposal will in no way preclude the bypass if and when the means to implement it becomes available.

We can understand your anxiety about the four lanes funneling into two at the south end of Scappoose. However, this section of highway passes through a commercial zone with restricted speeds, and the proposed improvement between Warren and Scappoose will not change the existing condition. It appears that many of the

existing problems can be alleviated by appropriate signing and enforcement of the traffic regulations which are, of course, at the option of the City Council. In comparing the condition at this point with a similar one at West Lane Road, it is far less hazardous to provide such a merge in an area where traffic is controlled than through an area where speeds are inherently greater.

We thank you for your interest.

Very truly yours,

R. L. Schroeder for
E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. E. George (enc.)
Victor D. Wolfe
J. H. Versteeg "
Ed Hardt "

WHT:mc/RLS:ja

Scappoose, Or
Dec 16, 1975

Engineer Mr Klobas
Salem, Oregon
Dear Sir.

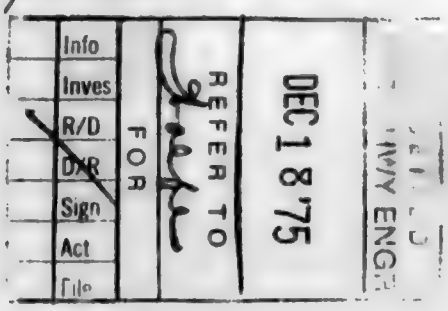
Please come to Scappoose and escort an elderly lady across the highway to shop or go to the Post Office before you put any more down thru Scappoose.

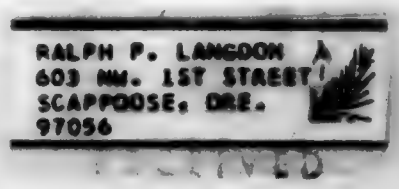
We dont want a divided town. The East side Route would make it much safer for us all.

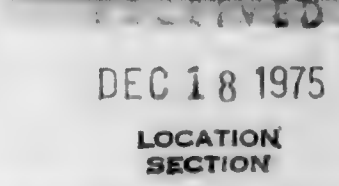
We hope you will give this your consideration

Sincerely
Mr & Mrs Ralph Langdon

Est







Seaspray, Ore.
Dec. 10, 1975

Sen. Mark Hatfield

I resent the State Highway Dept. in bound to put that Highway down thru Seaspray. The elderly people can't handle get around to shop & go to their mail.

To cut our town into two separate parts will help no one and do a great deal of harm. It'll seem cheap to some drivers.

The East side Route may cost more but we can see how.

We hope you will use your influence to put it on the East side.

Sincerely

Ralph & Inez Langdon

8798

2W

Salem, Oregon
February 24, 1976

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Director

Warren School
Warren-Scappoose Section
Lower Columbia River Hwy.
Columbia County

Plans are presently being prepared on the subject section. Copies of pages 40 and 41 of the Final EIS are attached indicating that there is a potential noise problem at Warren School. Please determine what, if any, abatement measures should be provided at this site.

ADO:jh

Verstoeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 25 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

under no-build conditions would increase to 78 dBA by 1994 in comparison to 72 dBA given build conditions. The immediate adverse impact of moving travel lanes nearer to noise receptors is therefore only temporarily avoided by the no-build alternative.

In absolute terms, the adoption of the no-build option would result in the most adverse noise impact. In the long term, noise levels generated under build conditions would still exceed present levels, but not by more than 2 dBA at the existing L_{10} 70 dBA contour.

The nearest walls of two schools in the project area lie 236 feet (Seventh Day Adventist) and 164 feet (Warren) west of the existing highway centerline. At the Seventh Day Adventist School, the L_{10} 70 dBA contour currently lies approximately 86 feet east of the school building. Only in the case of the no-build alternate in 1994 is the sound level at the school predicted to exceed L_{10} 70 dBA. Noise levels attributable to the proposed project are not predicted to increase by more than 1 dBA. This increase would not subject the school building to noise levels equaling or exceeding L_{10} 70 dBA.

At the Warren School the L_{10} 70 dBA contour is predicted to overlap the eastern portion of the school building as an immediate consequence of the proposed project. This section of the building is currently used as a storage room. In addition, the wall facing the road is of solid brick construction. A wall of this composition would normally cause a sound transmission of about 45 dBA. Adjacent walls are also of brick construction, but include a large portion of windowed area subject to "flanking" sound intrusion. Noise levels caused by such an angular sound wave tend to diminish inside the walls due to deflection. Noise levels entering classrooms from the highway have not as yet been measured.

Future noise levels at Warren School are predicted to be significantly higher under the "no-build" condition (approximately L_{10} 78 dBA). Build condition levels are also expected to increase (L_{10} 72 dBA), but significantly less than the increase for the no-build. Therefore, regardless of the road design, it appears that possible noise abatement methods should be investigated. Preliminary investigations have shown that partial noise abatement could be provided at the Warren School site for an estimated $32,000, compared to a full abatement cost of about $52,000. Partial abatement refers to construction of an eight-foot high barrier fronting on the school property and extending about 130 feet westerly along Berg Road. Full abatement would extend the barrier another 240 feet along Berg Road and 270 feet along the northern boundary of school property. If a decision is made to abate noise at the Warren School site, a comprehensive acoustical investigation will be required to more precisely define noise abatement requirements.

There appears to be no economical means of noise abatement at impacted residences. Moreover, the practicability of doing so may be debatable, since the absolute increase in noise as a result of implementing the proposal should not be perceptible.

Natural Environment

Geology

Some minor deviations from the American Association of State Highway and Transportation Officials (AASHTO) and state recommended standards will be necessary in some cut and fill slopes, and possibly in the grades on some public road connections. (See Appendix A for standards.)

Foundation problems are not expected in constructing an embankment, having a maximum height of 12 feet, in the low, poorly drained area between Stations 1105+50 and 1113+00. The top two feet or more of the site

8798 C C 80N

Salem, Oregon
February 10, 1976

Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

Marvin McEldowney
Region I Right of Way Section

Warren-Scappoose
Lower Columbia River Highway
Columbia County

A portion of the right of way maps with the proposed toes of slope plotted thereon as you requested.

I am also sending you the plotted cross-sections and a tabulation of the distances to the toe of slopes.

LKW:az
Enclosure

Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Warren - Scappoose
Columbia River Hwy
Columbia County

Station		Dist to toe of Slope						
1150		53'						
+50		54'						
1151		50'						
+50		55'						
1152		54'						
+50		55'						
1153		50'						
+50		53'						
1154		52'						
+50		52'						
1155		49'						
+50		49'						

L.G. & N. Doom
150-361

S.P. & S. RAIL

1150

1155

1176.30'

48625

Toe of Fill Slope

Svoboda
Weakley (C.P.)
10-195

M. Svoboda
82-299

W. LAUREL ST.

N.W.

6

Eriksen
-226

R.P. & I.W. Langdon
L.D. & I.M. Langdon (C.P.)
150-810

C.K. & M.M. Svoboda
121-15
126-277

WEST

S.P. & S. RAILROAD

SEE MAP 5B-25-19

N.W. LAUREL ST.

82-29

N.W. WATTS ST.

N.W. PRAIRIE ST.

1157+99.58 P.O.T.

6

A

C

5

C

4

WEST STREET

8798

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 9, 1976

TO Ken Rolfe
Region 1 R/W Supervisor

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 48764 - Sullenger
Warren-Scappoose Section
Columbia River Highway
Columbia County

I have reviewed your request to purchase the Sullenger property in its entirety. It appears in light of the damages to this property and in our adjacent problems relative to the Warren Baptist Church that it is in our interest to acquire this property in its entirety. The property will then be utilized to mitigate our acquisition problems with the Warren Baptist Church.

I believe your request is reasonable and a prudent course to follow.

JBB:jk
cc: R. L. Schroeder
Ed Hardt

NOTED
R. L. SCHROEDER

RECEIVED
FEB 10 1976
Office of
Assistant State Highway Engineer

8798

9

January 13, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

This is in answer to your December 1 letter expressing Mayor Hickey's concern about highway improvements in the Scappoose area.

H
409-H

During the early 1960's, there was some interest in extending the Interstate system from Portland to Astoria along US30. Although this did not come to pass, highway deficiencies were identified through several areas and planning was undertaken to determine the long-range needs. Among the projects that surfaced were the Warren-Scappoose Section and the Scappoose Bypass. These sections are adjacent and, together, form a continuous unit from Warren to a point south of Scappoose.

copy

During the planning process, a number of meetings were held locally to discuss the Scappoose Bypass corridors without any resolution of the problem. Our studies indicate that the westerly bypass would be less costly than the easterly bypass ($7 million vs. $16 million). Both alternatives would accomplish the same purpose. City officials have expressed favor for the easterly bypass. No formal corridor hearing has been held. Because of funding and other projects having a higher priority for improvement, we have not been able to place the bypass on a construction program.

Scappoose City Officials are extremely interested in having the easterly bypass built within the immediate future. They are so dedicated to the project that they have requested we end the Warren-Scappoose improvement outside the city in the vicinity of the point a bypass would leave the existing road.

If we agreed to this, it would leave a short section of two-lane road between the improvement and the existing four lanes through the city. We do not feel this is appropriate from a safety and traffic-handling point of view, as a bypass will not be built for many years.

Apparently the City feels that they are in a better position to receive consideration for a bypass if they can succeed in getting the four-lane Warren Scappoose improvement to end outside the city. This is not the case, as the existing four lanes through the city will be adequate for traffic until about 1990. In addition, there are many other higher priority improvements throughout the state which will require all the funds that will be available for the next several years.

We have agreed to complete the preliminary engineering study and hold a corridor hearing about December 1976. These actions will establish the corridor for a future bypass and give the City Council and Planning Commission information for use in zoning and planning future commercial developments.

In summary, we hope to contract the Warren-Scappoose improvement and establish the future bypass corridor through the public hearing process by January 1977.

I hope this will give you a picture of the situation in the Scappoose area. Please let me know if you have questions.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. H. Versteeg
Ed Hardt

WHT:jp/ESH:ja

8798 1-12-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-27(11)

STATE PROJECT NO.: Warren Scanpoose Section

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA-Oregon Division
Salem Oregon

PROGRAM NO.:

ITEM NO.: FF-5

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
HWY ENGR
JAN 16 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	January 6, 1976	Primary Route 1	Primary Route 2W

GENERAL LOCATION:
US 30 North City Limits of Scanpoose - north 5.1 miles

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Relocation Payments
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's December 19, 1975 letter you are authorized to proceed under the provisions of FHPM 7-2-2 paragraph 5d(1) with the actual acquisition of rights of way as outlined on right of way map 9B-13-16 and file #48734 -Marino at a total estimated cost of $624,000 - federal funds $487,800. Federal participation will be limited to that right of way actually incorporated in the final location. No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered by the State, adequate replacement housing available for immediate occupancy.

The State's relocation plan, as amended by the 8/25/75 supplemental report, is approved. The approval is subject to the possibility that last resort housing may be required due to lack of available replacement housing in some catagories.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-76	for C. J. Mathes	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8778

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 6, 1976

TO Ed Hardt
Region 1 Engineer

NOTED
E. S. HUNTER

FROM J. B. Boyd
Right of Way Engineer

JAN 7 '76
REFER TO
GSH
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Wolfe Ventury
1-12-76

SUBJECT Topographic Map
File No. 48684
Warren-Scappoose Section
Columbia River Highway

We have a problem involving this file on the Warren-Scappoose Section of the Columbia River Highway. The restaurant has been enjoying the use of Highway Right of Way for parking and has also encroached on it with a sewage pumping facility. We do not want to allow this usage to continue. In order to analyze fully the legal and appraisal ramifications of this problem, we need a detailed survey of this property including the Right-of-way line, the property lines and all the improvements as they relate to the value of the property. Upon receipt of this topographic map, which I request would be done expeditiously, we will determine the proper rental for a lease and offer the owner two options: (1) to sign a land-use permit at the prescribed rental with some very specific language in it relating to the fact that the lease will in no way create a unity of use between the right-of-way being utilized and the adjacent property, and that the lease would be subject to termination upon 30 days notice of need by the State Highway Division, or (2) if this procedure and the signing of such a lease is not satisfactory to vacate and cease to encroach upon the existing right-of-way within 30 days.

We are beginning a program in Right of Way to identify problems such as these because, if they are not identified and rectified prior to our need the negotiation and/or condemnation of such properties becomes extremely difficult. It has a further detrimental effect on the protection of the State Transportation funds in allowing unwarranted compensation to the abutting owners.

JBB:ha,lb

cc: F. B. Klaboe
R. L. Schroeder
Ken Rolfe
Jack Sollis
Milner Mead

NOTED
F. B. KLABOE

8798

PRO 6-2

December 19, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulon
Project Management Engineer

SUBJECT Project No. FF-27(11)
Warren-Scappoose Section (ROW)

We hereby request your authorization to proceed with the actual acquisition of right-of-way for that portion of the subject project from Station 890+00 to Station 1015+00 and also file 48734 (Marine) at Station 1141 on the basis of hardship. The rights-of-way to be acquired are as outlined in red on the enclosed copy of right-of-way map 9B-13-16 and sketch map.

Within a reasonable period of time, prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based on an analysis of the relocation problems and the previously approved relocation plan. Relocation assistance is being provided from the previously approved local project relocation office.

Enclosed is a copy of Mr. Oakes' memo of December 16, 1975, with attachments, which sets forth the estimated cost of file 48734 and the hardship which exists on this property.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

Authorization to proceed with the acquisition of the right-of-way as requested above will result in an obligation in total cost and Federal Funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$535,000	$418,300
Moving Costs (5 Families)	2,500	1,950
Replacement Housing	40,000	31,250
Moving Costs (4 Businesses)	39,500	30,850
Demolition	7,000	5,450
Totals	$624,000	$487,800

We will request authorization to acquire the balance of the right-of-way as programed on the subject project as soon as the right-of-way maps are complete.

CL:bb

cc: J. R. Oakes
D. E. Swan
M. Mitchell

8798

December 16, 1975

The Honorable Charles J. Hanlon
State Senator
Route 1, Box 221
Cornelius, OR 97113

Dear Senator Hanlon:

Since your visit last week, I have reviewed the current workload facing our Environmental Section to see when it would be possible to hold a corridor hearing on the Scappoose Bypass. As you know, the draft environmental impact statement must be circulated prior to the hearing.

It appears that we can complete the statement by next winter and be able to hold the hearing about this time next year. A firm date will be established later.

I appreciate the city officials' need for early identification of the corridor to facilitate land use planning, even though funds for construction will not be available in the foreseeable future.

Perhaps this commitment on our part will relieve the anxiety surrounding the forthcoming Warren-Scappoose Section four-lane improvement.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc F. B. Klaboe
R. L. Schroeder
L. W. Rulien
Gary Potter
Victor D. Wolfe
Ralph Sipprell
Ed Hardt

RECEIVED
STATE HWY ENGR
NOV 24 '75
REFER TO
Wolfe
FOR
Info | Invest | R/D | R/R | Sign | Act | File

P.O. Box 665
Scappoose, Oregon 97056
November 20, 1975

Engineer F.B. Klaboe
Administrator of Highways
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are writing to bring to your attention what we believe to be a very undesirable route for the South end of the Scappoose-Warren section to be improved on Highway 30. This start on the project is within the city limits on the block where the majority of the Federal Building traffic must turn and the same street carries all the traffic out to the Highway from NW Scappoose and all the hillside up Smith Road. This is a very conjested area now in a town where everyone journeys to the Post Office for their mail and we feel it would be a real sore spot with a highway suddenly narrowing right in town.

Your representatives state that the plans are not definite that the Highway will continue on through town so we would like to request that the new section of Highway 30 start out North of the City Limits. It seems a waste of funds to build two bridges of 4-lane road if the Highway is to go another route later. It also seems unfair to relocate existing businesses and homes inside the city if the final location of a new route could go around the town.

ESA on 7th K

RECEIVED
NOV 24 1975
LOCATION
SECTION

We feel that the Highway should go around the town of Scappoose rather than cut it in two. We have been connected with the Fire Department and also contracted school busses for many years and feel that the danger would be too great. The noise level is often so high at the present time that many times we have to wait for a batch of vehicles to pass before we can hear another person talk or hear the TV and your predictions are for a rapid increase in traffic in the near future. Our business makes it necessary for us to walk across this section of the Highway 30 and now we find it difficult and sometimes almost impossible to cross even one half at a time during rush times.

We hope that you will reconsiden your present plan and move the spot where the Highway will narrow down - out North of the town, rather than add to our present problems.

Sincerely

Mr & Mrs Lester Langdon

8798

Salem, Oregon
December 15, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48734 - Marine
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization, right of way prints and correspondence, covering a total-taking hardship case on the subject section.

Please note that the prints show a proposed right of way line and the area inside of the line. The breakdown of the area for programming is as follows:

Area In = 0.23 acre, more or less.

Area Out = 0.31 acre, more or less.

Total = 0.54 acre, more or less.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8798

NOTED
E. S. HUNTER

E-419—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To J.B. Boyd R/W Engineer

File No.

From Kenneth Rolfe Milwaukie R/W

Date 12/15/75

Subject Warren-Scappoose Section

Attached is another article on this project I thought you would be interested in.

This morning I received a call from Mr. Marino. He owns an antique store just across the north city limits. Also, Mrs. Otis called. She recently sold the restaurant and lounge in Scappoose. They both want the project and said most people do want it, but the City Council won't listen to any negative comments.

cc Ed Hardt
E.S. Hunter

cy Woelfe
12-19-75

RECEIVED
STATE HWY ENGR
DEC 16 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LETTERS TO THE EDITOR

City's stand backed

HAISON FILE # 99+100

To the Editor:

The action of the City Council to keep the planned new section of Highway 30 from creating new traffic problems for the residents of Scappoose needs support from all of us. We should stop and look at what will happen to us if the State Highway department succeeds. They want 50' off of our lot and we hate to give up our 1904 house for a project that would certainly not help our town.

The present plan is to bring the four-lane section up to the Post Office block where it will suddenly narrow down. It seems they want to continue on through in the present location of Highway 30 and we can't imagine any of us living with that. The plan presented to the city council did not allow for interchanges or overpasses in town. Their estimates are for rapidly increasing traffic when the route is widened. Can you see yourself living with this situation? Our emergency vehicles as well as school traffic will have serious problems. Trying to cross or even enter now is a constant source of irritation. Two new four-lane bridges, eight businesses and many houses displaced and the safety and health of all of us affected seems a big price to pay.

We need to each take action to ask that the new section of Highway 30 start at West Lane Rd. and that they build the same number of miles of Highway on North as are planned for now. We have written to the following people asking for their help and hope you will do the same so our town will remain ONE town and not be cut in two!

Mr. & Mrs. Lester Langdon
North Highway 30
Scappoose

Engineer F.B. Klaboe,
Administrator of Highways,
Department of Trans.
Ore. State Hiway Division
Highway Building,
Salem, Ore. 97310.

Senator Mark O. Hatfield,
Mr. Ken Levstone,
Pioneer Courthouse
520 SW Morrison,
Portland, Oreg. 97204.

Dick Magruder,
Rt. 2 Box 36,
Clatskanie Ore. 97016.

Charles J. Hanlon,
Rt. 1, Box 221,
Cornelius Ore. 97113.

Banks-Vernonia park opposed

Dear Editor,

I am writing to you regarding the write-up on the Banks-Vernonia state park in the Thursday, November 27, 1975 issue.

When you say "Banks-Vernonia state park wins approval" everyone now thinks it is being put through. This was just an approval of the master plan since Anderson Park could not be used as part of the State Park trailhead. A master plan of the trailhead had to be drawn up.

I have been informed from Salem that on this particular park project the Parks and Recreation Advisory Committee will again meet in about March or April of next year. This committee of nine members will have to approve the park first before any action can take place.

The situation is by no means foreclosed so I demand a retraction and equal space.

I will send a copy to you for the opposed citizens and ask you to print it as I will have it because there are two sides.

Sincerely,
Mrs. Steve Minger (Susan)
For those opposed to the proposed park plan

Doesn't want grant

Dear Editor:

The report is out that so many Columbia County citizens called Congressman Ullman's office rejecting the half million CAT funding 43 new public service jobs throughout rural counties, that it [illegible] will [illegible] approval.

[illegible]

asked what to do with the fund, considering this barrage of protest, and was told "they" thought there was a need so send the money on in.

The citizens of Columbia County let the Commissioners know how they felt about excess government when they defeated the county budget in July a stop was [illegible] to an illegitimate move [illegible]

the area, may seek an unemployed person from outside the area, and if he does not find one may employ a person who is not unemployed who lives within the area, just so long as he keeps memoranda of efforts to hire the unemployed.

Those to be employed are referred to as persons [illegible] or more [illegible]

ONCE AMPED

by Paul J. Pawlowski

Only one of the more "appreciative" guys a would take binoculars to the Ice Capades appropriate that Newt Stokes had his with him (w too) Sunday night at Memorial Coliseum in Por my envy of his girl-watching foresight, when during intermission, was short-lived.

After the show, a friend and I had dinner at Holiday Inn where I upstaged Stokes by conversation with two of the cute gal skaters fro

Pam Miller, from Niagra Falls, Ont., and De from Sacremento, Calif., were tired and complai feet after two performances that day but chatted from the next table. Pam is in her first season wi and Debby is in her second.

Ice Capades went to Victoria, B.C. from Pc will have a nine-day breather when it closes ther show will open in Spokane Christmas day for a run. The company will be on tour until May when season in Hawaii.

OAW

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OAW

GOING EAST for the Hiawatha will begi 12 and end Jan King St. Sta 8:20 p.m. daily

LETTERS TO THE EDITOR

LIAISON FILE # 99+100

City's stand backed

To the Editor:

The action of the City Council to keep the planned new section of Highway 30 from creating new traffic problems for the residents of Scappoose needs support from all of us. We should stop and look at what will happen to us if the State Highway department succeeds. They want 50' off of our lot and we hate to give up our 1904 house for a project that would certainly not help our town.

The present plan is to bring the four-lane section up to the Post Office block where it will suddenly narrow down. It seems they want to continue on through in the present location of Highway 30 and we can't imagine any of us living with that. The plan presented to the city council did not allow for interchanges or overpasses in town. Their estimates are for rapidly increasing traffic when the route is widened. Can you see yourself living with this situation? Our emergency vehicles as well as school traffic will have serious problems. Trying to cross or even enter now is a constant source of irritation. Two new four-lane bridges, eight businesses and many houses displaced and the safety and health of all of us affected seems a big price to pay.

We need to each take action to ask that the new section of Highway 30 start at West Lane Rd. and that they build the same number of miles of Highway on North as are planned for now. We have written to the following people asking for their help and hope you will do the same so our town will remain ONE town and not be cut in two!

Mr. & Mrs. Lester Langdon
North Highway 30
Scappoose

Engineer F.B. Klaboe,
Administrator of Highways,
Department of Trans.
Ore. State Hiway Division
Highway Building,
Salem, Ore. 97310.

Senator Mark O. Hatfield,
Mr. Ken Levstone,
Pioneer Courthouse
520 SW Morrison,
Portland, Oreg. 97204.

Dick Magruder,
Rt. 2 Box 36,
Clatskanie Ore. 97016.

Charles J. Hanlon,
Rt. 1, Box 221,
Cornelius Ore. 97113.

Banks-Vernonia park opposed

Dear Editor,

I am writing to you regarding the write-up on the Banks-Vernonia state park in the Thursday, November 27, 1975 issue.

When you say "Banks-Vernonia state park wins approval" everyone now thinks it is being put through. This was just an approval of the master plan since Anderson Park could not be used as part of the State Park trailhead. A master plan of the trailhead had to be drawn up.

I have been informed from Salem that on this particular park project the Parks and Recreation Advisory Committee will again meet in about March or April of next year. This committee of nine members will have to approve the park first before any action can take place.

The situation is by no means foreclosed so I demand a retraction and equal space.

I will send a copy to you for the opposed citizens and ask you to print it as I will have it because there are two sides.

Sincerely,
Mrs. Steve Minger (Susan)
For those opposed to the proposed park plan

Doesn't want grant

Dear Editor:

The report is out that so many Columbia County citizens called Congressman Ullman's office rejecting the half million CAT funding 43 new public service jobs throughout [illegible] counties, that it [illegible] grant will [illegible] approval.

[illegible] asked what to do with the fund, considering this barrage of protest, and was told "they" thought there was a need so send the money on in.

The citizens of Columbia County let the Commissioners know how they felt about excess government when they defeated the county budget. In July a stop was [illegible] to an illegitimate move [illegible] the area, may seek an unemployed person from outside the area, and if he does not find one may employ a person who is not unemployed who lives within the area, just so long as he keeps memoranda of efforts to hire the unemployed.

Those to be employed are referred to as persons [illegible] or under [illegible]

by Paul J. Pawlowski

Only one of the more "appreciative" guys a would take binoculars to the Ice Capades appropriate that Newt Stokes had his with him (w too) Sunday night at Memorial Coliseum in Por my envy of his girl-watching foresight, when during intermission, was short-lived.

After the show, a friend and I had dinner at Holiday Inn where I upstaged Stokes by conversation with two of the cute gal skaters fro

Pam Miller, from Niagra Falls, Ont., and De from Sacremento, Calif., were tired and complai feet after two performances that day but chatted from the next table. Pam is in her first season wi and Debby is in her second.

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COLUMBIA HERALD - SCAPPOOSE
12-11-75

Council says four-laning through town 'intolerable'

The Scappoose City Council authorized a letter to E.S. Hunter, deputy state highway engineer, during it's Dec. 2 meeting questioning "why the Oregon State Highway Division seems so determined to sacrifice Scappoose" to serve the Lower Columbia River area. Hunter wrote a letter to Scappoose Mayor Rod Hickey Nov. 21 which some councilmen read as a take-it-or-leave-it ultimatum—take a four-lane highway through the center of the city or the state will take it's road money elsewhere.

E.S. Hunter (called "Headhunter" by one politically-active local wag) wrote in his Nov. 21 letter to Mayor Hickey: "We recognize that approval must be obtained from your City Council before right-of-way within the city can be purchased. If City approval cannot be obtained, we are faced with either cutting back the project as requested, or withdrawl of the entire project."

Councilman Stan Pintarich said that that sort of economic intimidation of a local government by the state is intolerable.

The City Council, in the letter drafted by Pintarich, requested a firm commitment from the state in favor of the easterly bypass route for Highway 30. The letter stated that if a definite bypass corridor was decided on it would be possible "to plan the orderly development of our city without the spector of a bisecting highway barrier."

Hunter wrote that "the probability of a bypass seems remote because of the funding situation."

But the State Highway Department is keeping the option of a bypass open. Their proposal to make the section of Highway 30 from Warren to the Scappoose post office a four-lane highway, however, is considered by some Scappoose citizens to be a power play by the state, the ultimate goal being a four-lane highway from Portland to Astoria "shish kebabbing" the city of Scappoose in the process.

The City Council requested that the improvement of the Warren-Scappoose section of Highway 30 be stopped at West Lane Road north of Scappoose until the city gets a definite commitment from the state for a bypass corridor.

The City Council letter was also sent to the state's senators and representatives in Washington, as well as State Senators Charles Hanlon and Representative Dick Magruder.

In other business, the City Council voted unanimously to work toward a compromise with builder Fred Marracci. The Council had earlier denied Marracci a conditional use permit to build an apartment house in Scappoose, but Marracci took his case to court and a Circuit Court judge from outside the county overturned the Council ruling.

The city appealed the decision Dec. 1. Attorney John Hunnicutt appeared at the council meeting with his client Marracci and said they were willing to consider a compromise. Both the city and Marracci could save money if the dispute is settled out of court.

The City Council members also discussed with city engineer Dave Kucera the kind of contract the city wants with Barrett and Associates for the proposed water system improvements estimated to cost $468,000. The council agreed that they would hire a Clerk of the Works for the job. The Clerk would be employed by the city to stay at the construction site to make sure the contractor complied fully with the contract.

The Council also approved a business license for Ruby Meisner's antique shop; considered the annexation of the city fire department into the rural district; transferred $5,000 from Materials and Services to the sewer department for capital outlay for the new sludge disposal system; purchased a 1969 Plymouth from the Scappoose Police Department for $425 and transferred the car to the Public Works Department; set Dec. 22 as the day for Lester Langdon's public hearing on his request for a conditional use permit; and decided that the town hall public meeting to elect a Citizen Involvement Committee will be held at the beginning of the next regular Council Meeting.

Fiend filches fine food

Perhaps the burglar was hungry: only food and pillow cases were taken.

The famished filcher pried open the door to Mrs. Ron Johnson's house on Meissner Road and ransacked three bedrooms Dec. 4. But only $75 in food was carried away—perhaps in pillow cases. More valuable items in the house were left.

The famished food filcher was a discriminating eater as well as a discriminating theif: all the meat and Crisco shortening were taken, but cake mixes, jello and much of the canned goods were left.

Columbia County Sheriff's deputies are investigating.

ready for holidays

Post office sets Saturday hours

Special Saturday hours will be observed at the Scappoose Post Office, according to Wayne Dexter, postmaster. He said window service will be available from 8:30 a.m. to 1 p.m., Dec. 13 and Dec. 20 to accomodate mailers.

Clerks at the post office expect the big mailing rush to come this week.

Man charged

St. Helens Police Department officers and Columbia County Sheriff's deputies arrested a man and charged him with the first degree theft of over $4,000 worth of rings at Liefeld's Jewelry store in St. Helens Nov. 21.

St. Helens police would not release the suspect's name.

The plate glass window was broken with a board to gain entry. The police responded to the burglary alarm.

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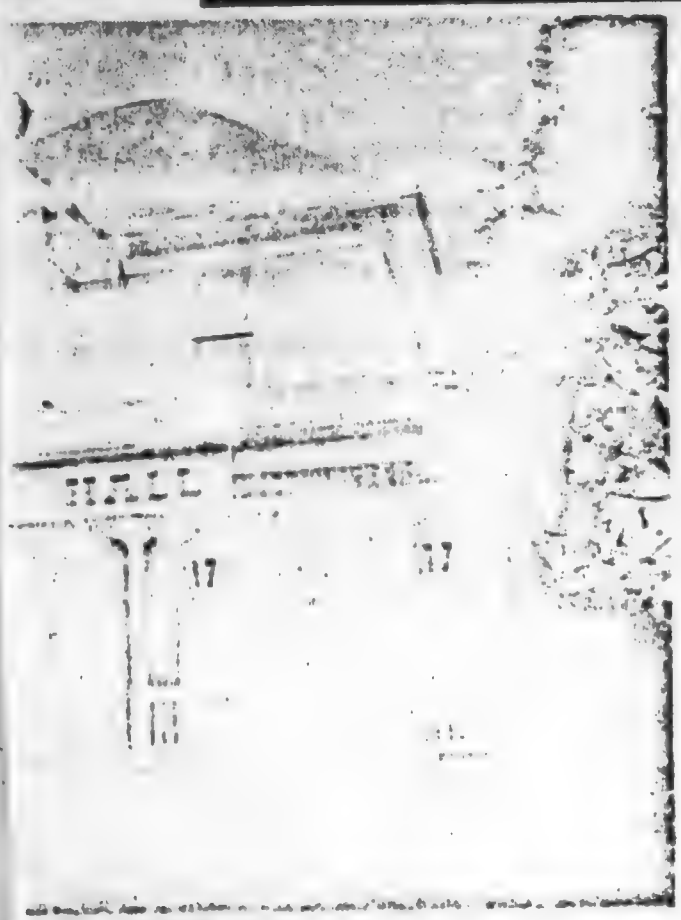

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Some of the forms of taxation being considered, however, are more "painless" than others. Payroll taxes and business license taxes aren't paid directly by most citizens, but they do come indirectly out of paychecks and increase the prices on [illegible]

putting a smaller burden on the local populace. But Columbia County doesn't host many conventions, and the world's largest candle still isn't much of an attraction outside the Scappoose city limits.

Sales taxes are a good source of income for counties, but [illegible]

comes directly from the taxpayer's pocket.

Most likely the County Commissioners will propose that the citizens of Columbia County increase the tax base in special election. If the tax rate were returned to what it was five years ago

8798

374-H

December 11, 1975

Mr. and Mrs. Lester Langdon
Post Office Box 665
Scappoose, Oregon 97056

Dear Mr. and Mrs. Langdon:

This is in reply to your November 20 letter expressing concern about highway improvements in the Scappoose area. As you are aware, there was testimony (based upon the concept of a bypass route presented at the public hearing) in favor of the highway improvement between Warren and Scappoose terminating in the vicinity of West Lane Road.

The probability of a bypass is remote because of the funding situation, and we feel it is in the best interest of the public to complete this section of highway to four lanes at this time to tie into the existing four-lane facility at the north end of Scappoose. Terminating the improvement at West Lane Road might result in hazardous traffic conditions as a result of the short two-lane segment lying between two four-lane sections, particularly in view of the rural nature of the area.

Our traffic analyses indicate that four lanes are and will be required to properly handle traffic on the existing facility between West Lane Road and Scappoose whether or not a bypass is constructed in the future. The proposal will in no way preclude the bypass if and when the means to implement it become available.

We can understand your anxiety about the four lanes funneling into two at the south end of Scappoose. However, this section of highway does pass through a commercial zone with restricted speeds, and construction of the proposed improvement between Warren and Scappoose will not change the existing condition. It appears that many of the existing problems can be alleviated by appropriate signing and enforcement of the traffic regulations which are, of course, at the option of the City Council. In comparing the condition at this point with a similar one at West Lane Road, it is far less hazardous to provide such a merge in an area where traffic is controlled than through an area where speeds are inherently greater.

We hope this will give you an insight into the reasons for the proposed improvement.

Best wishes for a happy holiday season.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
Victor D. Wolfe
Ed Hardt (w/att.)

WHT:mc srb

8798

8

RECEIVED
STATE HWY ENGR
DEC 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

December 4, 1975

NOTED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

Your letter of November 21st has a familiar ring when viewed in the light of our past dealings with the Oregon State Highway Division regarding the location of Highway 30 in the Scappoose area.

9314

Isn't all of this leading ultimately toward an attempt at forcing the City to accept a widening of the existing right-of-way?

Using the logic expressed in your letter, the next "logical" step would be to connect up with the four-land highway south of Scappoose. So much money would have been spent at this point that, "the probability of a bypass seems remote because of the funding situation" would continue to be used against a city attempting not to be cut in half by a major highway.

Why does your department continue to ignore the Federal requirements regarding Logical Termini? If "The Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, was followed, the unfavorable impact on our city would soon become very apparent.

I am not surprised that some state agencies draw public criticism when your discussion of funding withdrawal is read. This sort of economic interdictation of a local government by the State is intolerable.

We are well aware of the economic potential of the Lower Columbia River area. What we do not understand is why the Oregon State Highway Division seems so determined to sacrifice Scappoose to serve that growth.

Your letter discusses costs--so can we--what will be the long range cost to the people of Scappoose to provide the necessary services on two sides of the highway barrier you continue to thrust upon us?

If this is not your intent, please make it clear by some form of firm commitment to our desired Easterly by-pass.

We are not asking for a specific route, only a corridor so we can continue to plan the orderly developement of our city without the specter of a bisecting highway carrier.

It is hoped that you will be able to reconsider the City position and understand how strongly the Council feels in this matter.

Sincerely,

CITY OF SCAPPOOSE

Rodney F. Hickey

Rodney F. Hickey
Mayor

RFH/rjs

cc US Senator Mark O. Hatfield
c/o Ken Levstone
US Senator Bob Packwood
US Representative Les AuCoin
US Representative Al Ullman
US Representative Robert Duncan
US Representative James Weaver
Governor Robert Straub
State Senator Charles J. Hanlon
State Representative Dick Magruder
Councilman Stan Pintarich

JOHN L. MC CLELLAN, ARK., CHAIRMAN
WARREN G. MAGNUSON, WASH.
JOHN C. STENNIS, MISS.
JOHN O. PASTORE, R.I.
ROBERT C. BYRD, W. VA.
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DANIEL K. INOUYE, HAWAII
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BIRCH BAYH, IND.
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MILTON R. YOUNG, N. DAK.
ROMAN L. HRUSKA, NEBR.
CLIFFORD P. CASE, N.J.
HIRAM L. FONG, HAWAII
EDWARD W. BROOKE, MASS.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
CHARLES MC C. MATHIAS, JR., MD.
RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.
JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

1/1/8

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

December 1, 1975

Mr. Fred Klaboe
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Fred:

You are in receipt of a letter, dated November 5, 1975, from the Honorable Rodney F. Hickey, Mayor of Scappoose, Oregon. Mayor Hickey has written to oppose the construction of the proposed Warren Section of Highway 30; the Mayor favors, instead, the easterly bypass route.

I fully recognize that this matter is one of state jurisdiction, but as Mayor Hickey has written to me about it, I wonder if I could have a status report so that I can furnish him with an appropriate response.

Your attention to this inquiry is deeply appreciated.

Warmest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mgj

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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
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LOCATION

NOTED
W. H. TEBEAU

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12-4-75

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– 2 SECTIONS

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State issues ultimatum on four-laning U.S. 30

Despite the City of Scappoose long-standing objection to four-laning U.S. Highway 30 on its present route through the city, it appears the Oregon State Highway Division intends to carry out that plan.

The city has, for years, asked that four-laning of the highway between Warren and Scappoose be terminated at West Lane Road, north of the city limits. According to Mayor Rod Hickey, this would accommodate an eventual bypass of the city by Highway 30 which is the goal of Scappoose residents, and has been for about eight years.

Present Highway Division plans call for four-laning from Warren to the Scappoose Post Office, a plan that would funnel traffic through the city on two lanes at many points.

In a letter to Engineer F.B. Klaboe, administrator of highways, Mayor Hickey said, "I am certain you will agree that safety should be the first concern of us all. An orderly and a safe route on Highway 30 for the citizens of the area is certainly the Council's concern.

"Once again, we feel it is our duty to bring to your attention the fact that the proposed Warren Section of Highway 30 is extremely likely to generate serious accident problems, since drivers would not realize the four-lane system would narrow inside the city limits.

"This is particularly hazardous as the four lanes would feed into two lanes in the area of a mid-school and a grade school."

The mayor referred to the eventual bypass when he wrote, "We recognize that cost is an important element, but to settle for a cheap short-term solution that in the long run could prove to be very expensive in the possible loss of lives is really the issue and intolerable."

E.S. Hunter, deputy state highway engineer replied to Mayor Hickey's letter saying, "It is our conclusion that the entire section between Warren and Scappoose should be improved to four lanes for safety and continuity.

"We recognize that approval must be obtained from your City Council before right-of-way within the city can be purchased. If city approval cannot be obtained, we are faced with either cutting back the project as requested, or withdrawal of the entire project.

"With the state wide demand for highway improvements, not implementing this project would result in a transfer of the funds allocated to this project to some other needed and acceptable project, of which there are many throughout the state."

With that position by the Highway Division, the City Council must now make a decision—to take the four-laning or to face the state's withdrawal of allocated funds and wait until the past wishes of residents regarding the bypass are entertained.

Mayor Hickey is asking public input on the question and has already appeared before the Scappoose Kiwanis Club and the Board of Columbia County Commissioners to advise them of the state's position.

Hickey said the letter from engineer Hunter indicates that a Scappoose refusal to accommodate right-of-way acquisition will more than likely bring the state's withdrawal of the project from all of Columbia County.

"I feel we need to get all the citizens involved that we can so the council can make a good decision. I'm contacting civic groups and any interested persons I can see or talk with," the mayor said.

I feel this decision involves all of Columbia County and that we've got to have all the involvement we can so the council can make a good decision."

The council discussed the matter at its meeting Tuesday.

COLUMBIA HERALD

The only newspaper in the world that cares about Scappoose

10 SCAPPOOSE, OREGON 97056 THURSDAY, DECEMBER 4, 1975 16 PAGES

8798

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

11-25-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
FF-27(11)

STATE PROJECT NO.
Warren-Scappoose Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
FF-5

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOV 28 '75
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	November 19, 1975	Primary Route 1	Primary Route 2W

GENERAL LOCATION:

US 30 - North City limits of Scappoose - North 5.1 miles

GENERAL DESCRIPTION OF WORK:

Right of Way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File 48710 - Hersgard

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ OTHER (Specify)
Relocation Payments

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of July 24, 1975 approved this project for inclusion in the Federalaid program.

As requested in Mr. Rulien's November 18, 1975 letter you are authorized to proceed under the provisions of FHPM 7-7-2 paragraph 5d(1) with the actual acquisition as shown above for a total estimated cost of $26,100 - federal funds $20,400. Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-25-75	L. G. Marshall	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8798

331-K

November 21, 1975

The Honorable Rodney F. Hickey
Mayor of Scappoose
P. O. Drawer "P"
Scappoose, OR 97056

Dear Mayor Hickey:

This is in reply to your November 5 letter concerning the Warren Section of Highway 30.

At the public hearing, testimony was presented in favor of this project terminating in the vicinity of West Lane Road. We feel this could result in a hazardous traffic condition caused by a short two-lane segment lying between two four-lane sections. This condition could be tolerated for a short time if a diversion of through traffic onto a bypass route were planned in the near future. However, our traffic analysis indicates that four lanes will be required along the existing facility between West Lane Road and Scappoose even though a bypass is built.

Since the probability of a bypass seems remote because of the funding situation, we feel it is in the best interest of the public to complete the entire section to four lanes at this time. This is in keeping with our objective to provide safe and efficient transportation facilities for the public and in no way precludes a bypass when the means to implement it becomes possible.

We understand your anxiety about the four lanes of traffic funneling into two lanes near the two schools at the southerly end of town. The construction of four lanes to connect with the northerly end of the existing four-lane city section will not change or affect the existing merge conditions at the schools. Since the highway passes through a commercial zone with restricted speeds, it would appear that appropriate signing and enforcement of the traffic regulations is a way to alleviate any existing problem in the vicinity of the schools.

The administrative steps for developing the project, including the public hearing, have been completed and based on the testimony and engineer ing factors involved, it is our conclusion that the entire section between Warren and Scappose should be improved to four lanes for safety and continuity.

We recognize that approval must be obtained from your City Council before right-of-way within the city can be purchased. If City approval cannot be obtained, we are faced with either cutting back the project as requested, or withdrawal of the entire project.

Due to the scarcity of funds and the uncertainty of a stable budget, you can see the position in which withdrawal would place the project. With the statewide demand for highway improvements, not implementing this project would result in a transfer of the funds allocated to this project to some other needed and acceptable project, of which there are many throughout the state.

We feel this is a needed project which is important to the economic growth of the Lower Columbia River area and therefore do not wish to withdraw it. However, there are many other needed projects statewide which have been deferred due to the shortage of funds. I hope you will be able to reconsider your position.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
Victor D. Wolfe "
L. W. Rulien "
J. H. Versteeg "

WHT/VDW:mc/ESH:ja

11-14

RECEIVED
STATE HWY ENGR
NOV 7 '75
REFER TO
Wolfe
FOR
Info | Inves | R/D | D/R | Sign | Act | File
K

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

November 5, 1975

Engineer F. B. Klaboe
Administrator of Highways
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway 30 - Scappoose/Warren
Section, Columbia County

Dear Mr. Klaboe:

I am certain you will agree that safety should be the first concern of us all. An orderly and a safe route on Highway 30 for the citizens of the area is certainly the Council's concern.

Once again, we feel it is our duty to bring to your attention, the fact that the proposed Warren Section of Highway 30 is extremely likely to generate serious accident problems, since drivers would not realize the four lane system would narrow inside the city limits. This is particularly hazardous as the four lanes would feed into two lanes in the area of a mid-school and a grade school. To force this happening at the doorstep of our schools, certainly creates a highly dangerous condition. Unexpected situations in the area of the schools could result in serious accidents.

We recognize that cost is an important element, but to settle for a cheap, short-term solution that in the long run could prove to be very expensive in the possible loss of lives is really the issue and intolerable.

Therefore, the Common Council of the City of Scappoose, respectfully requests that the Warren Section, of the reconstruction of the existing two lane facility to a modern four lane highway, end North of Scappoose City Limits at West Lane Road.

Sincerely,

Rodney F. Hickey
Mayor

ES H
cy 113K

RECEIVED
NOV 10 1975
LOCATION

RFH/srk

8798

cc: J. R. Oakes
M. Mitchell

November 18, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Bulien
Project Management Engineer

SUBJECT: Project No. FF-27(11)
Warren-Sampson Section (NEW)
(File - 48710 - Horegard)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The property is included in the right-of-way as programmed on the subject project.

Attached is a copy of Mr. Oakes' memo of October 31, 1975, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and sketch maps showing the location of the property.

Authorization to proceed with the acquisition of this property will result in an obligation in total cost and federal funds as follows:

	TOTAL COST	FEDERAL FUNDS
Right-of-Way	$18,000	$ 14,072
Relocation (1 family)	8,000	6,250
Demolition	100	78
TOTAL	$26,100	$ 20,400

Building demolition as required will be accomplished in accordance with our approved demolition plan.

CL:ljt
Att.

8798 11-10-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-27(11)

STATE PROJECT NO.: Warren-Scappoose Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-5

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 14 '75

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	November 10, 1975	Primary Route 1	Primary Route 2W

GENERAL LOCATION:
US 30 - North City Limits of Scappoose - North 5.1 miles.

GENERAL DESCRIPTION OF WORK:
Right of Way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Relocation Payments

File 48746 - L. R. Moore

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of July 24, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 31, 1975 letter you are authorized to proceed under the provisions of FHPM 7-7-2 paragraph 5d(1) with the actual acquisition as shown above for a total estimated cost of $74,000 - Federal funds $57,840. Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-10-75	For L. L. Matthieu	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

October 31, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. M. Rullan
Project Management Engineer

SUBJECT Project No. FF-27(11)
Warren-Scappoose Section (ROW)
(File-40746-L. R. Moore)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project.

Enclosed is a copy of Mr. Oakes' memo of October 30, 1975, with attachments, which sets forth the estimated cost of the property the hardship which exists and sketch maps showing the location of the property.

Authorization to proceed with the acquisition of this property will result in an obligation in total cost and Federal funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$60,000	$46,900
Relocation (1 business)	12,000	9,380
Demolition	2,000	1,560
Total	$74,000	$57,840

Building demolition as required will be accomplished in accordance with our approved demolition plan.

Cl:md

cc: J. R. Oakes
H. Mitchell

8798

2W

Salem, Oregon
October 28, 1975

J. E. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48746 - W. Oreg. Conf. Assoc. of
7th Day Adventists (Moore C.P.)
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization and right of way prints covering an entire taking hardship case on the subject section, which you submitted to this office for consideration.

BY:
Robert R. Rounds
R/W Description Supervisor

RRR:md

Attach.

8798

2W

Salem, Oregon
October 17, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48710 - Erickson et al (Keragard-C.P.)
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization and right of way prints covering a partial taking hardship case on the subject section, which you submitted to this office for consideration.

BY: R
Robert R. Rounds
R/W Description Supervisor

RRR:md

Attach.

Form FHWA 121 (Rev. 5-73).

3798

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 17, 1975

In reply refer to: 1041RW.2

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
Appraisals
File 48684, Frank (Bartlett - C.P.)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In my letter dated October 10, 1975 several questions were posed regarding the appraisals and review on the Warren Drive-In property. The letter was written, by request, prior to an in-depth review of the appraisals and only discussed certain valuation methods employed by the appraisers.

A field review has now been made by our right of way section and this letter should be regarded as a supplement to the original letter. As indicated by the State's reviewer a major difference between the two appraisers is the estimated land value. One stands at $1.50 per square foot while the second indicates $15,385 per acre. Both appraisers have utilized sales to support their respective opinions; however, the former appraiser has used improved sales, located within the City of Scappoose. The location of the subject is considerably different, since it is basically rural in nature. At this point it should be noted that the reviewer cites a recent sale at $200 per square foot, which he feels strongly supports the $1.50 estimate. This sale is a prime commercial site in the City of St. Helens.

Since the cost approach is relied upon by both appraisers, the importance of the land value estimate is magnified. Additional explanation and support should be requested from the appraisers. Considering the Comprehensive Land Use Plan, zoning is important; however, demand is equally important when estimating the value of the parcel. Also is it possible that the remainder could be rezoned to residential, should the owner not relocate the restaurant on the site?

✓ Your comments are requested.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Ken | Act | File

cc:
OSHD (Boyd)
OSHD (Mead)
OSHD (Mitchell)

8778

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 10, 1975

In reply refer to: 1041RW.2

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section
Appraisals
File 48684, Frank (Bartlett-C.P.)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject property is located in Warren and is improved with a small restaurant and two rental houses. The State's acquisition involves approximately 7,500 square feet of land plus the restaurant building.

The building, built in 1951, was placed adjacent to the present right of way line and according to one of the State's appraisers approximately 50% of the business parking is actually on the State's right of way. This situation has existed for many years and apparently has become an accepted practice of the property owner. The State's appraisers appear to have valued the property on the theory that the condition will continue in the future.

Under Federal law, the State Highway Department is responsible for preserving such right of way free of all public and private encroachments. In order to identify the extent of the parking issue in the valuation of the property, the appraisers should be requested to submit an estimate based on the assumption that the property owner does not have the right to occupy the State's right of way.

In addition, the two appraisers differ on several points contained in their respective estimates and the State's review does not adequately resolve these differences.

1. One appraiser considers the remainder property to have a highest and best use for immediate commercial development, while the other appraiser believes it to be continued residential use. The latter indicates a contact with the local DEQ office lends support to his conclusion.

ORIGINAL TO
Boyd - 1A1
10-15-75

RECEIVED
OCT 15 1975
Office of

RECEIVED
STATE HWY ENGR
OCT 14 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
R. L. SCHROEDER

2. The appraisal accepted by the reviewer as more nearly reflecting market value, includes an unusual damage item. In the before situation the appraiser attributes some interim use value to the two houses; however, in the after value he indicates a zero value, resulting in a damage allowance. Additional explanation from the appraiser is necessary to support this item of compensation.

The State should request additional information from appraisers on the above points and the reviewer should strengthen his review as noted.

Your comments are requested.

W. W. Conant

G. L. Green

cc:
OSHD (Boyd)
OSHD (Mead)
OSHD (Mitchell)
Maasen

8798

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In reply refer to:
(ER-75/723)

SEP 4 1975

Dear Mr. Lybecker:

We have completed our review of the final environmental statement for U.S. 30, Warren-Scappoose Unit, Columbia County, Oregon (FHWA-OR-EIS-72-01F).

In our opinion, the final statement does not indicate adequate consideration and protection for archeological resources. We suggest that Dr. David Cole of the Museum of Natural History at the University of Oregon be contacted to arrange for an archeological survey of the proposed route prior to road construction. If significant archeological resources are found, FHWA and the Oregon State Highway Division should make a commitment to mitigate potential adverse effects on such resources by re-routing the highway or by salvage excavation. Commitments for the protection of cultural resources uncovered in the course of road construction should also be made.

Sincerely yours,

Rogers C. Hughes

Secretary of the Interior

Assistant

Mr. Louis E. Lybecker
Regional Highway Administrator
Federal Highway Administration
Region 10
Room 212, Mohawk Building
222 S.W. Morrison Street
Portland, Oregon 97204

RECEIVED
SEP 8 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copy To:
Julien & TAA
Potter
9-8-75

NOTED
R. L. SCHROEDER

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8798

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 26, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project FF-27(11)
Warren-Scappoose Section

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Project Management Engineer L. W. Rulien's letter of August 15 requests our concurrence for the State to establish a local project relocation office near Station 1019+00 as the project will require the relocation of 15 families and 14 businesses. I concur in the State's decision to establish a local project relocation office.

Our records indicate that actual authorization of right of way has been made for only three files - 48625, 48655, 48684. Authorization for these files is dated July 24, 1975, based upon Mr. Rulien's letter requesting such action dated July 22, 1975.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 27 '75
REFER TO

O-K tc Rueben & Boyd

Info	Inves	R-W	D/R	Sign	Act	File

cy Laboudine

8798 8-21-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-27(9)

STATE PROJECT NO.
Warren-Scappoose

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-13

COUNTY NAME
Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

NOTED
E. S. HUNTER

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 22 '75
REFER TO
FOR
Info | Instes | R/D | D/A | Sgt | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 21, 1975	Primary Route 1	Primary Route 2W

GENERAL LOCATION:

U.S. 30, North City Limits of Scappoose, North 5.1 miles.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Total estimated cost $28,000.00
Federal Funds, appn code 073,
☐ OTHER (Specify) $21,855.00.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's June 27, 1975 letter you are authorized to proceed with the work as shown above.

My program approval memorandum of May 13, 1974 approved this project for inclusion in the Federal-aid program.

8-22-75
ORIGINAL TO
L.W. Rulien

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-21-75	C R Bauchardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8748

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

1175 COURT STREET N.E. • SALEM, OREGON • 97310 • (503) 378-4926

ROBERT W. STRAUB
GOVERNOR

HAROLD F. BRAUNER
Director

LAND CONSERVATION AND DEVELOPMENT COMMISSION

L. B. DAY
Chairman

STEVEN SCHELL
Vice Chairman

DOROTHY ANDERSON
ALBERT BULLIER, JR.
RICHARD GERVAIS
DR. PAUL RUDY
JAMES SMART

August 18, 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Schroeder:

My staff has reviewed the final Environmental Impact Statement for the Warren-Skapoose Section of the Lower Columbia River Highway in Columbia County. This final EIS appears to be in compliance with the local comprehensive plan and the LCDC Statewide Land Use Planning Goal on Transportation.

The impact on natural resources, although measureable, seems to be adequately described.

Thank you for the opportunity for the Department of Land Conservation and Development to comment on this statement.

Sincerely,

Harold F. Brauner
Director

BL:sw

Rulien - TAA
8-20-75

NOTED
R. L. SCHROEDER

RECEIVED
1975

8798

PRO-6-2

August 15, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project Relocation Office
Warren-Scappoose Section (ROW)
Project No. FF-27(11)

We hereby request your approval of the establishment of a local project relocation office in a State owned house near station 1019+00, on the subject project.

This project will require the relocation of 15 families and 14 businesses and since the Region Office is approximately 30 miles from the project we feel that the establishment of a local relocation office is necessary to provide convenient and more effective assistance to the displacas. Additional information is contained in the enclosed memo of August 11, 1975 from Regional Right of Way Supervisor Kenneth Rolfe.

Enclosure
CL:bz

1798 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project RF-27(11)
Warren-Scappoose Section (ROW)
Relocation Plan

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

L. W. Rulien's August 12 letter submitted an addendum to the Relocation Report providing additional information. The addendum indicates that in the Scappoose-St. Helens area there are currently for sale 21 homes and 10 mobile homes and there are rentals amounting to 8 houses, 9 apartments, and one mobile home. Please provide additional information that this available housing will meet the needs of the persons or families that must be relocated (Paragraph 13b(2)(3) of Federal-aid Highway Program Manual 7-5-1).

The addendum indicates that based upon experience 95% of replacement dwellings are decent, safe, and sanitary. This information should be based upon the current housing available that was listed in the addendum report. Please confirm that a sampling was made of the currently available housing.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 18 '75
REPLY TO
Boyd
CR
Info | Inves | R/D | D/R | Sign | Ltr | File
X
8/19

cc:
OSHD (Boyd)
OSHD (Dixon)
Mathias 2

8-21-75
cc: Rulien

8-19-75
ORIGINAL TO
Bruce Boyd
T.A.A.

8798 Warren-Scappoose Sec. of Columbia River Hwy. (Grade, pave, strucs, sign & signals) 1978 #1

8798

DEPARTMENT OF TR... ...Y ADMINISTRATION

LETTER OF AP... ...L AND/OR AUTHORIZATION

7-24-75

FEDERAL AID PROJECT NO.
FF-27(11).

STATE PROJECT NO.
Warren-Scappoose Section

FROM:
G.L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
FF-5

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | Ie

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	July 24, 1975	Primary Route 1	Primary Route 2W

GENERAL LOCATION:
U.S. 30, North City limits of Scappoose - North 5.1 miles

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Right of Way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

Files # 48625; 48655 and 48684

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Relocation Payments

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's July 22, 1975 letter you are authorized to proceed under the provisions of FHPM 7-2-2 paragraph 5d(1) with the actual acquisition of files 48625, 48655 and 48684 for a total estimated amount of $83,600.00 - Federal funds $65,367.00. Federal participation will be limited to that right of way actually incorporated in the final location.

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-24-75	Charles Matthews for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7-29-75
ORIGINAL TO
L.W. Rulien
w/att.

PRO 6-2

July 22, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rufien
Project Management Engineer

SUBJECT Program Data Submission
Project No. FF-27(11)

We are submitting program data for one right-of-way project, Item No. 5, Project No. FF-27(11), "Warren-Scappoose Section", which we desire to have included in the Federal Aid Priority Primary Highway Program.

Enclosed for your approval is a copy of Mr. Gregory M. Mier's "Relocation Report" dated February 28, 1975 for the subject project.

We request, concurrent with program approval, authorization to proceed with the actual acquisition of right-of-way files 48625, 48655 and 48684 on the basis of hardship under the provisions of FHPM 7-2-2 para. 8d(1). The enclosed additional correspondence sets forth the estimated cost of the properties, the hardships which exist and sketch maps showing the location of the properties.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person on this project. This assurance is based on an analysis of the relocation problems and information contained in the enclosed relocation report. Relocation assistance is being provided from the Region 1 Right-of-Way Office at 9200 S.E. McLoughlin Blvd. in Milwaukie.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

July 22, 1975

FEDERAL-AID (P

CARD 2 — REPORT NUMBER (19)–(20): 1

PROJECT LOCATION (45 typewriter spaces) 21–65: U.S. 30, N. City Limits Scappoose, N. 5.1 mi.

ADT — PRESENT: 7,900 — FUTURE (66)–(70): 13,400 — Y

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Right of Way Acquisition

NATL. FOREST (63)–(65)

FH ROUTE NO. (66)–(69)

SUFY AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72)–(73)

PL. A (74)

CARD — CLASS OF FEDERAL FUNDS: Priority Primary

COUNTY NAME: Co

NAME OF URBAN AREA 17–31: – –

ROUTE NO. P — FEDERAL 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJEC TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUND (67)
1	(1415)	(18	41	42		53				
5 1					PE		U.S. 30, N. City Limits of Scappoose, N. 5.1 mi. "Warren-Scappoose Section"			
5					ROW			5.1	1,425,000	1,114,200
5					CONST (CODE)					
								5.1	1,425,000	1,114,2

(18) (23) (24)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

75

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi.	ADT	7,900	13,400	95	10	Oregon	41	A12	5

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
					FF-	27	(11)		

COUNTY NAME: Columbia — CODE: 009

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	1	2W	30

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Right-of-way acquisition all phases including relocation assistance and building demolition. (Future 4-12' lanes H.T. pave., 16' median and 8' shldrs.)
.1	1,425,000	1,114,200	310,800		
					ROW-150' normal; Access Control- Partial; Parking Restrictions- None.
5.1	1,425,000	1,114,200	310,800		

REMARKS

Additional Data: Item RF 13; Project RF-27(9).

-OVER-

USCOMM-BUROMM-PR 41R2067-P61

WARREN-SCAPPOOSE SECTION

PROJECT NO. FF-27(11)

Existing Facilities:

Roadway - - - 22 foot bituminous surfaced roadway with 9-foot shoulders.
Structures- - Scappoose Cr. Br.; RCDG; length 105'; HC 33'4"; H-15.
N. Fk. Scappoose Cr. Br.; RCDG; length 89'; HC 26'; H-15.
Honeyman Cr. Br.; RC Slab Span; length 28'; HC 42'; H-15.

Adjacent Sections:

S. End - - 4-12' lanes H.T. pavement, 8' median & 4' shoulders.
N. End - - 2-12' lanes H.T. pavement, with 8' paved shoulders.

Project Data: The work consists of right-of-way acquisition all phases including incidental costs, relocation assistance and building demolition as required for the future construction, on existing alignment, to provide for four 12-foot lanes high type pavement, 16-foot median and 8-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Location/Design hearing held on May 24, 1972
(b) Location/Design - - - Approval requested under separate action on June 27, 1975

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval previously submitted.

FHPM 7-7-2 Req
submitted on J

Data for PR 3

Relocatio

Estimated Cos

NOTE: This pr

FHPM 7-7-2 Requirements: "Final Environmental Impact Statement" was submitted on June 6, 1975 under separate action.

Data for PR 37:

Relocation Assistance		
Moving Costs (15 families)	- - -	$ 7,500
Replacement Housing	- - -	65,000
Moving Costs (14 businesses)	- -	80,000
Incidental Costs	- - -	7,500
	Total	$ 160,000
Estimated Cost of Building Demolition	- - -	$ 20,000

NOTE: This project is in Congressional District No. 1.

8794 2W

Salem, Oregon
July 18, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48684 - Frank (Bartlett-C.P.)
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization and right of way prints covering a partial taking hardship case on the subject section, which you submitted to this office for consideration.

Also attached is your correspondence pertaining to this property (Warren Drive-In).

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Form FHWA 121 (Rev. 5-73)

8798

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project F-27(-)
Warren-Scappoose Section
Final Environmental Impact Statement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The Final EIS was approved and adopted by our Regional Administrator on July 14, 1975 and forwarded the approved copy to CEQ on the same date.

Please make copies of this final statement available as required by FHPM 7-7-2 and forward this office such notice of availability so that date of project advancement can be established and your request of June 27, 1975 for location/design approval can be advertised.

The original signed copy of the title sheet has been forwarded direct to your Environmental Section for immediate processing.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
K

7-18-75
ORIGINAL TO
L.W. Rubien
TAA

8798

7-14-75

8

FHWA-OR-EIS-72-01-F

Warren-Scappoose Unit
Lower Columbia River Highway (U.S. 30)
Columbia County
Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(C),
23 U.S.C. 128(a) and 16 U.S.C. 470(f)

5-29-75
Date

Assistant State Highway Engineer

7/14/75
Date

For: Region Administrator, FHWA

8798 C C 2W

Salem, Oregon
July 2, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48655 - Labenske
Warren - Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization, Right of Way prints and correspondence covering a partial taking hardship case on the subject section.

BY: R.
Robert R. Rounds
Right of Way Description Supervisor

RRR:md

Attach.

8798

Hwy 30, Col Co. 8

PRO 6-1

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Project No. FF-27(-)
Warren - Scappoose Unit
St. Helens - Multnomah Co. Line Sec.
Columbia River Highway (U.S. 30)
Columbia County

We request your approval of the location/design, described in the enclosed study report, for the subject project on FAP Route 1.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review approval letters, dated November 8, 1971 and December 23, 1971 respectively, were forwarded previously.

The "Final Environmental Impact Statement", prepared in accordance to provisions of FHPM 7-7-2, was submitted on June 6, 1975.

The certification as required by Section 128, "Public Hearings" of Title 23 U.S.C. was submitted on June 18, 1975.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication was forwarded previously.

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
ENGR. COOR. LE AE UE
UPE CE RE RPE

Form 81-734-3122

Also, we request for the project your authorization to proceed with the phase of preliminary engineering necessary to obtain PS & E approval.

JG:vld

Enclosures

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. H. Versteeg
W. J. Hart
E. L. Hardt (Region 1)
George Hopkins
Gary Potter
D. E. Swan
B. L. Gifford

8798 C

2W

Salem, Oregon
June 19, 1975

A. D. Olson
Preliminary Design Engineer

John Oakes
Assistant Right of Way Engineer

Labenske
Warren Unit
St. Helens-Multnomah County Line
Columbia River Highway
Columbia County

The EIS has been sent to FHWA and design approval is being requested. The job data will presumably be sent to Final Design next week.

Some revisions have been made as a result of the public hearing and downscoping of the project and since this is a partial taking it is appropriate that a designer review the immediate vicinity prior to writing the description. Hopefully, this will be done as a first order of business and a description prepared so that you can program this with FHWA.

I have no idea how long this will take and hesitate to predict a time table, considering all of the delays that may occur.

Verstoeg	RECEIVED	Requires Reply ☐
A. Olson		Requires Approval ☐
Terpin		Receiver Keep ☐
Scott	JUN 20 1975	Do not File ☐
Swenson		Return To
R. Olson	ROAD DESIGN SECTION	Bring Up ___/___/___
Trout		Other

ADO:ws
cc: Victor D. Wolfe
Floyd Scott w/data

...IWAY DIVISION
...CORRESPONDENCE
Portland, Oregon 97202

DATE June 11, 1975

TO J.B. Boyd
Right of Way Engineer
State Highway Building
Salem

ATTENTION John Oakes
Asst. R/W Engineer

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

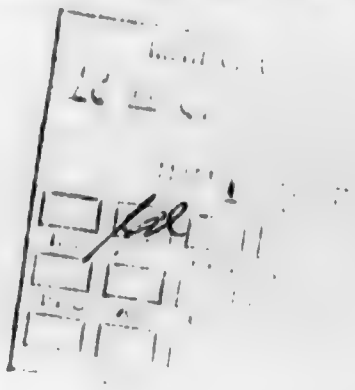
SUBJECT Liaison Report #6 - Labenske
Warren Unit
St. Helens-Multnomah County Line
Columbia River Highway
Columbia County

On June 10, 1975, I received a telephone call from Mr. Labenske. He is still anxious to have us acquired the R/W we will need from his property.

As per my letter of March 5, 1975, the estimated value of the taking is as follows:

Land:	.28 Ac. @ $6,000±/Ac.	=	$1,680
Landscaping		=	400
			2,080
		Rounded =	$2,100

We would like to have this expedited as a hardship file. Attached is a deed with the description of subject property for Floyd Scott.



KR:kf

enc.

6-12-75
Please send to
A.D. Olson for hardship
consideration KR

RECEIVED
JUN 1 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring it p...
Other

Versteeg
A. Olson
Terpin
Scott
Swenson
F. Olson
Trout

2W

Salem, Oregon
March 11, 1975

A. D. Olson
Preliminary Design Engineer

John Oakes
Assistant Right of Way Engineer

Labenske Property
Warren Unit
Columbia River Highway
Columbia County

Reference is made to Ken Rolfe's March 3 letter forwarding a hardship request on the subject property.

Currently this project is being prepared for design approval since the three year cutoff date is in May. There is a question as to whether the EIS can be prepared in time and if it cannot, then a new hearing must be offered, etc., with whatever changes that might bring.

The taking represents a $2,100 piece from an $11,000 property and while we could probably get our money back I am advised that we are not in a position to invest at this time. As soon as design approval is received I am sure that we will be expected to expedite this project since it is tentatively set up for early next year.

This is the best information available at this time.

ADO:jh

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 11 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 3, 1975

TO J.B. Boyd
Right of Way Engineer
State Highway Bldg.
Salem, Oregon 97310

ATTENTION John Oakes
Asst. R/W Engineer

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Liaison Report #6 - Labenske
Warren Unit
St. Helens-Multnomah County Line
Columbia River Highway
Columbia County

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 7 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Attached is a letter from Mr. Labenske requesting early acquisition of his property listed above and as shown on the attached sketch map.

The improvements on this property are of no value, with the possible exception of the drilled well.

As shown on the sketch map, the present plan will require a strip off the front of this property approximately 50 feet deep. The liaison estimate for this proposed R/W is $2,100.

The before value is estimated as follows:

Land: 1.52 Ac. @ $6,000±/Ac.	=	$ 9,000
Improvements: well	=	2,000
		$11,000

Would you please advise me if you wish to pursue an early acquisition of all or part of this property.

There is considerable demand in the area for property of this size, so there will be no problem in recovering our investment plus interest if we bought the entire property now.

KR:kf

attachments

Referred 3-7-75
To A. O. Olson
Answer
John R Oakes

JRO

1st Q 1976

Temp. Ctr. "Z" 904+41

"B" 905+52 BRG 90° Gas Valve

Sta. 902+00 P.T.

P.I. Sta. 902+00

R.L. 21.5

R.L. 01.2

1.75 Ac.

1.28 Ac.

0.9 Ac.

1932 R/W Map

100

Barbed Wire Fence

Sign

N 19° W

C.J. Larson Sign

89-160

89-158

89-157

1982.000

Inst. No. 50

12" Conc. Culv. Pipe

Fred B. & Louella Lobenstein H+W 140-120

Harold W. Williams H+W 140-122

May Lou Williams 140-124

Emanuel Sivers H+W

Curb Rd. Appr.

Rem 0.40

Rem 1.25

Rem 0.31

Rolf Larson 136-96

Inst. No. 50, 22

Hedge

Wood Fence

R.S. Loc. 96

6" Fir

Gravel Driveway

Gravel Road

0°30' CL

Δ = 5° 43'

"Be" 909+90

Const. Rd. Appr. Lt

Install 40'-12" Conc. Culv. Pipe w/2 End Sections

"Be" 908+30.00 P.C.T.

"B" 907+20

Install 50'-12" Conc. Culv. Pipe w/2 End Sec.

Tr. Ex. = 5 C.Y.

Well No.

Barn

"Be" 911+65

Const. Rd. App. Lt.

Install 40'-12" Conc. Culv. Pipe w/2 End Sections

910+39 Rt. Const. Rd. Appr.

910+10

Const. Rd. Appr.

"Be" 911+60

Const. Rd. App. Lt.

Install 50'-12" Conc. Culv. Pipe w/2 End Sections

Taper to meet Existing Slope

Fence

Wood Fence

Well No.

910

Z

Z

Feb. 27, 1975
1705 N. Weichell St.
Portland, Oregon 97217

Mr. Ken Ralfe
Dept. of Right of Way Div.
Oregon State Highway Div.
P.O. Box 02157
Portland Oregon 97202

Dear Sir,
In regard to property 2 miles So. of St. Helens on Highway 30, So. of Bennett Rd. consisting of 1.52 acres, serial # 45402 map # wp 4 reg. 1 Sec 18 parcel 38.
Due to the fact that I am disabled, I would like to sell my property, and since it is in the path of the proposed Highway Improvement Project it is unlikely that I could attract individual interests. Therefore I would like the State to consider acquisition of this property at this time.
The assessed value of the land is $9,500. There is an 87½ ft. drilled well on the property plus [illegible] (1 lg. 1 sm.) plus drain fields.

RECEIVED
FEB 28 1975

The value of the buildings is probably limited to salvage as the property has not been inhabited since 1962.

In consideration of afore mentioned land value plus well & septic system, I would that a price of $12,500 would be fair and justifiable.

Thank you,
Frederick Schenck

RECEIVED
FEB 28 1975
DIST. 1 - RIGHT OF WAY

Robert W. Straub
"TOM" McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone ~~654-7741, Ext. 282~~
653-3116

March 3, 1975

Mr. Fred W. Labenske
1705 N. Winchell Street
Portland, Oregon 97217

Warren Unit
St. Helens-Multnomah Co. Line
Columbia River Highway
Columbia County

Dear Mr. Labenske:

I am in receipt of your letter dated February 27, 1975. Your letter has been forwarded to our Salem office for authorization to acquire all or part of this property.

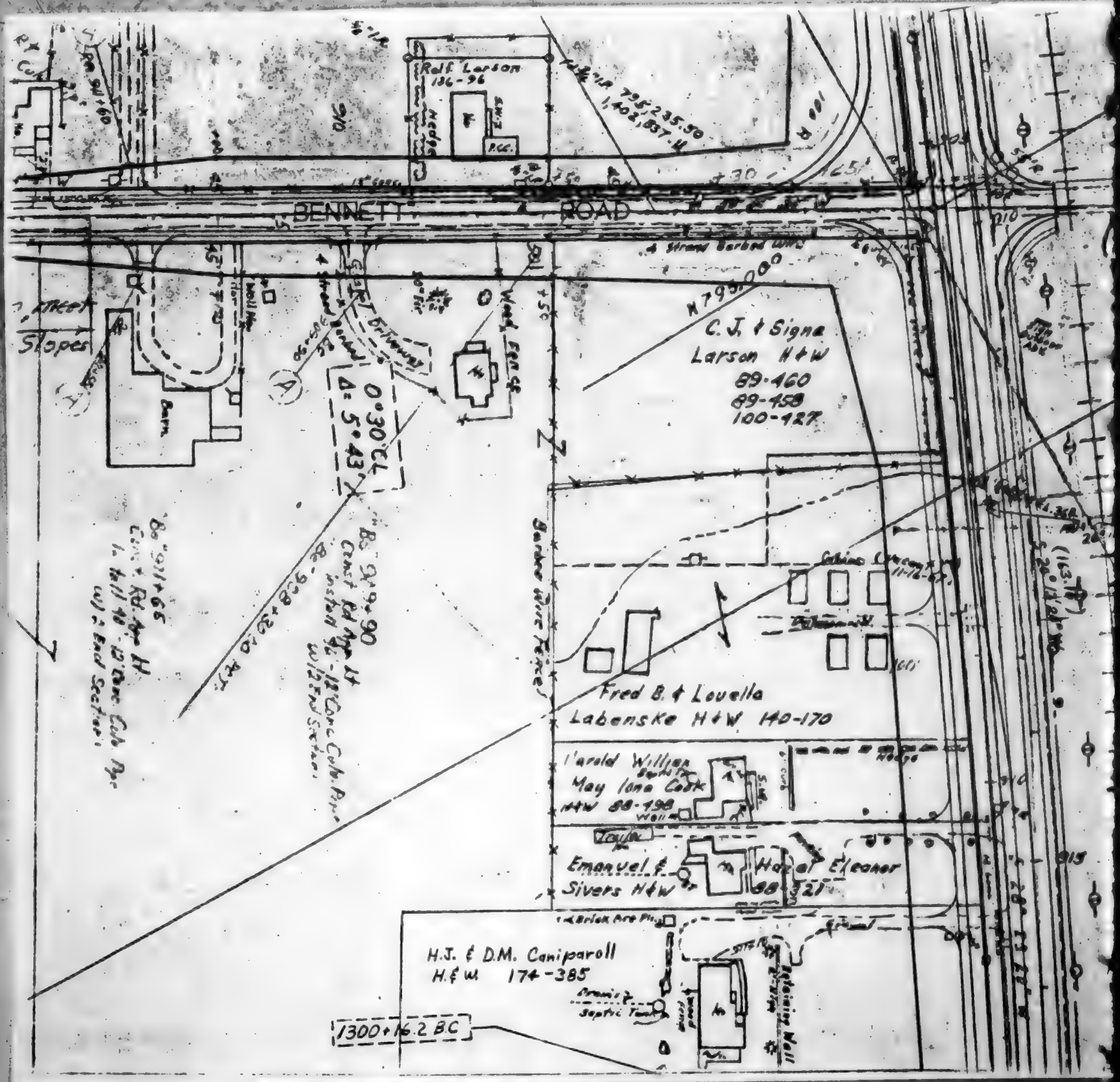
At this time I am not sure if we will be able to buy it all or not. As soon as I hear from Salem, I will advise you on what we can do.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd


BENNETT ROAD
Ralf Larson
136-96
Rt. Co.
Slopes
Barn
Well
Septic Tank
4 Strand Barbed Wire
N 79° 00' E
C. J. & Signa
Larson H & W
89-460
89-458
100-427
Fred B. & Louella
Labenske H & W 140-170
Harold Willson
May Jane Cook
H & W 88-198
Emanuel &
Sivers H & W
Hazel Eleanor
H.J. & D.M. Caniparoll
H & W 174-385
Retaining Wall
1300+16.2 BC
0°30'
4= 5°43'
Cabins
Garage
Well
Septic Tank

Ralf Larson
186-96

ROAD

N 79° 00'

C. J. & Signe
Larson H & W
89-460
89-458
100-427

Fred B. & Louella
Labenske H & W 140-170

Harold Willers
May Iona Cook
H & W 88-198

Emanuel &
Sivers H & W

Hazel Eleanor
88-321

H.J. & D.M. Caniparoll
H & W 174-385

Section 20

Section 17

P.I. N 794,763
E 1,402,144.8

"L" 90
N 794.
E 1,402

OLD

BENNETT ROAD

Rolf Larson
136-96

Fence Line 795,235.50
1,402,837.41

+30 - 25'

Strand Barbed Wire

N 79° 30' 00" E

C. J. & Signe
Larson H & W
89-460
89-458
100-127

Barbed Wire Fence

Fred B. & Louella
Labenske H & W 140-170

Harold Willers
Mary Jane Cook
H & W 88-198

Emanuel &
Sivers H & W

Hazel Eleanor

H.J. & D.M. Caniparoll
H.E.W. 174-385

1300+16.2 B.C.

Gravel Drive

Well

Septic Tank

Leaching Well

Barn

Slopes

0°30'E

4° 5' 43"

B.C. 9+19.90
Const. Rd. Apx. 12
Asphalt 40-12' Conc.
w/12" Crushed
Base

B.C. 9+11.66
Const. Rd. Apx. 11
Asphalt 40-12' Conc.
w/12" End Section

Cabins

Ralf Larson
136-96

N 79° 35' 50" E
1,402,837.4

ROAD

N 79° 00'

C. J. & Signa
Larson H & W
89-460
89-458
100-427

Fred B. & Lovella
Labenske H & W 140-170

Harold Willson
May Jane Cook
H & W 88-198

Emanuel &
Sivers H & W

Hall of Eleonor
88-321

H.J. & D.M. Caniparoll
H & W 174-385

1300+16.2 B.C.

P.I. N 794,763
E 1,402,144.3

"L" 90
N 794,
E 1,402

Section 20

OLD

8798

PRO 6-1

June 6, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Final Environmental Impact Statement
No. FHWA-OR-EIS-72-01-F
Warren-Scappoose Unit
Project RF-27(-)
Lower Columbia River Highway
Columbia County

In compliance with FHWA 7-7-2, we are submitting eighteen copies of the Final EIS relative to the subject project. We request a copy of the signed statement be returned to the Highway Division to complete our records.

DES:ljt

Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
George Hopkins, Co/City
D. E. Swan
B. L. Gifford

TABLE OF CONTENTS

	Page
SUMMARY	1
PREFACE	v
LOCATION AND PURPOSE OF PROPOSED PROJECT	1
Location	1
Purpose	1
ALTERNATIVES	2
Design Alternatives	3
No-Build Alternative	6
EXISTING ENVIRONMENT	7
Introduction	7
Cultural	7
Transportation	7
Socioeconomic Characteristics	11
Land Use	15
Historic and Cultural Properties	17
Public Lands	18
School District 1-J: Warren School	18
Columbia County: Proposed Regional Park	20
Air Quality	22
Ambient Noise	23
Natural	23
Geology	23
Aquatic Environment	25
Wildlife	27

TABLE OF CONTENTS - Continued

	Page
ENVIRONMENTAL IMPACTS.	31
Introduction.	31
Build Alternative	31
Cultural Environment	31
Transportation.	31
Business Displacement and Relocation.	33
Residential Relocation.	34
Tax Loss From Right-of-Way Acquisition.	34
Land Use.	35
Air Quality	36
Noise	37
Natural Environment.	41
Geology	41
Aquatic Environment	45
Wildlife.	47
No-Build Alternative.	48
SHORT-TERM USE VS. LONG-TERM PRODUCTIVITY.	49
IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES.	51
Irretrievable Resources	51
Irreversible Commitments.	52
STEPS TAKEN TO MINIMIZE IMPACTS.	53
Erosion Control	53
Aquatic Environment	54
Wildlife.	56

TABLE OF CONTENTS - Continued

	Page
Relocation.	56
Business	56
Residential.	57
COMMENTS AND COORDINATION.	58
INDEX: COMMENTS AND RESPONSES	59
RESPONSE TO COMMENTS RECEIVED ON THE DRAFT STATEMENT AND MADE AT THE CORRIDOR/DESIGN PUBLIC HEARING.	60
BIBLIOGRAPHY	79
AGENCY COMMENTS RECEIVED ON DRAFT ENVIRONMENTAL IMPACT STATEMENT	81
APPENDIX A: GEOLOGY	
APPENDIX B: WILDLIFE.	
APPENDIX C: TRAFFIC	
APPENDIX D: AIR QUALITY	
APPENDIX E: REPLACEMENT HOUSING	
APPENDIX F: CORRESPONDENCE.	

SUMMARY

(1) Federal Highway Administration Administrative Action Environmental Statement

( ) Draft (X) Final

( ) Section 4(f) Statement attached

(2) The following individuals can be contacted for additional information concerning the proposed project and environmental statement:

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Telephone: 378-3832

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
Post Office Box 02157
Portland, Oregon 97202
Telephone: 653-3093

Mr. Gary A. Potter
Manager, Environmental Section
Oregon State Highway Division
Salem, Oregon 97310
Telephone: 378-8486

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Division
Salem, Oregon 97310
Telephone: 378-6563

(3) The proposed action would modernize a 5.1-mile section of U.S. 30, a primary-rural highway in Columbia County, Oregon, by widening the existing roadway from two to four lanes, modifying grades and curvature, and increasing the width of turn radii of intersecting county roads. Termini of the proposed project (known as the Warren-Scappoose Unit) include a point approximately 900 feet north of the Warren Post Office (M.P. 26.14--northern terminus) and Laurel Street inside the city limits of Scappoose, Oregon (M.P. 21.04--southern terminus).

(4) Summary of Environmental Impacts

(a) Beneficial Impacts

Transportation service along a 5.1-mile section of primary-rural highway will be improved by increasing roadway capacity to satisfactorily meet forecast traffic demand.

Accident potential will be diminished by providing a continuous median for turning movements and by improving sight distance.

Proposed stream channelization will indirectly benefit adjacent property by reducing incidence of bank erosion.

Angler access to the North Fork of Scappoose Creek will be improved through a joint effort by the Highway Division and Oregon Wildlife Commission.

(b) Adverse Impacts

Human-Made Resources

Displacement of 14 operating businesses.

Displacement of 17 single-family residences inhabited by 39 individuals.

The acquisition of approximately 31 acres for highway right-of-way will result in the removal of approximately $355,000 from the tax base.

Physical-Biological Resources

Removal of aquatic habitat associated with the proposed rechannelization of a 250-foot meander of the South Fork of Scappoose Creek.

Temporary reduced water quality and bottom disturbance downstream from the proposed rechanneling.

Removal of streamside vegetation as a consequence of proposed rechanneling.

Culvert extensions affecting Honeyman and Warren Creeks and an unnamed tributary will temporarily reduce water quality downstream from construction activity.

Removal of a small amount of aquatic habitat as a result of widening the existing structure over the North Fork of Scappoose Creek.

Temporary erosion of sedimentary materials from exposed areas and fill slopes.

Approximately 8 acres of brush and trees and 11 acres of unmowed grass and forbs of local importance to animal populations will be removed by clearing and earth-moving operations.

(5) Alternatives

Full-scale: (1) Control of access by providing access roads linking direct driveway accesses to adjacent county roads and other designated locations.

(2) Widen existing two-lane section to typical section consisting of four twelve-foot travel lanes, sixteen-foot paved and striped median and ten-foot shoulders.

(3) Ten-foot Class I bikeway bordering west side of highway.

Downscoped: (1) Continue existing access control with exception of seven properties proposed for access road connection to West Lane Road.

(2) Roadway identical to "full-scale" alternate except that shoulders would be eight feet wide instead of ten feet.

(3) Bikeway would not be component of proposal.

No-Build: Leave the existing roadway at its present scale and configuration.

(6) (a) List of agencies requested to comment on the draft environmental statement:

State of Oregon, Federal Aid Coordination Unit
Columbia Region Association of Governments
United States Department of Agriculture
United States Department of Interior
United States Department of Housing
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation
Oregon Environmental Council
National Oceanic and Atmospheric Administration

(b) List of agencies and individuals returning comments on the draft environmental statement:

Department of the Army (Portland District Corps of Engineers)
Columbia Region Association of Governments
State of Oregon, Housing Division
Bureau of Outdoor Recreation
Oregon Game Commission
U.S. Environmental Protection Agency (Region X)

(7) The draft environmental statement was released to the Council for Environmental Quality (CEQ) and the public on January 6, 1972.

PREFACE

The draft environmental impact statement for the four-lane improvement of the Warren-Scappoose Unit of the St. Helens-Multnomah County Line road section (U.S. 30) was released to interested parties and agencies for review and comment on January 6, 1972. A corridor/design public hearing was held on May 24, 1972, to solicit oral comment and any additional written commentary on the project as proposed. Then, as now, the proposal basically consisted of adding two additional travel lanes, a paved median area and paved shoulders to the existing two-lane section of primary highway. Also included were modifications of existing vertical and horizontal curvature, flattening of side slopes, reduction of grades on intersecting county roads, and the provision of frontage roads to control access from abutting properties. These improvements would upgrade the existing road section to current standards for rural primary highways. Such improvements are necessary for maintaining the safety and mobility of the road user and the accommodation of long-range (twenty-year) transportation demands generated by areawide economic development and population growth.

Construction alternatives to the aforementioned proposal were not comprehensively evaluated in the draft environmental statement because reconnaissance studies revealed that a major realignment would not result in environmental, economic, or engineering advantages. Therefore, it was concluded that project objectives could best be achieved by adhering as closely as possible to existing right-of-way.

Comments received on the draft statement, along with inflationary trends in the state and national economy, however, have led to the revaluation of the proposed improvement as originally conceived and presented to the public. Changes to the draft statement have been made in response to agency and public comment and federal policy regarding environmental impact statement preparation. Revisions to the specific design elements of the original proposal are explicitly documented in the discussion of "Alternatives" occurring on pages 2 to 6 of this statement. The discussions of the existing setting, probable environmental impacts, and methods to minimize the adverse effects of unavoidable impacts have been expanded.

LOCATION AND PURPOSE OF PROPOSED PROJECT

Location

The proposed project is to improve a 5.1-mile segment of rural primary highway in Oregon (Lower Columbia River Highway, U.S. 30), designated as the Warren-Scappoose Unit. Geographically, this highway unit is situated west of the Columbia River in Columbia County, approximately twenty miles north of Portland (population 386,000), and two miles south of St. Helens (population 6,700). (See "Project Vicinity Map" on following page.)

Purpose

As originally constructed, the Lower Columbia River Highway was designed to efficiently handle up to 9,700 vehicles per day. During the ensuing three decades, the two-lane design was capable of accommodating growing transportation service requirements adequately. However, by the late 1960's, traffic had increased sufficiently to warrant preliminary engineering studies aimed at increasing the vehicular capacity of the roadway. Increasing transportation capacity within the Warren-Scappoose Unit is, therefore, the principal goal of the proposal.

Design standards now in effect for rural primary highways are more stringent than those in effect during the original construction of U.S. 30. Consequently, certain features of the subject road section are substandard in comparison to design standards currently endorsed by the American Association of State Highway and Transportation Officials (AASHTO).

FIGURE 1

PROJECT VICINITY MAP

Therefore, a secondary purpose of the proposed project is to upgrade the existing road design. Construction activity serving this purpose primarily will include minor modifications to the vertical and horizontal alignment of U.S. 30. These actions would improve traffic safety throughout the subject section.

ALTERNATIVES

Introduction

The discussion of alternatives to the proposal that follows is limited to two design alternatives and the "no-build" condition. Corridor or location alternatives to improving the existing highway have not been given scrutiny for several reasons. First, the principal need for improving the subject road section is that of increasing vehicular capacity to meet the long-term (twenty-year) transportation demand (which calls for a four-lane facility). Abandoning the existing roadway in favor of a new location would make little economic sense, since the cost of the existing roadway and right-of-way has long since been amortized. From the standpoint of road design, it would be difficult to offer the road user an alternative route capable of yielding significant time-savings. Secondly, a new location would increase the magnitude of environmental impact, since additional agricultural land, wildlife habitat, aquatic disturbance, residential displacement and neighborhood disruption would be unavoidable. Conditions which led to these conclusions are observable on the photomosaic of the project area (following page 8). For these reasons, the "build" alternatives to be described in detail below pertain to design options within the existing highway corridor.

Design Alternatives

In the draft environmental impact statement it was proposed that the 5.1-mile Warren-Scappoose Unit be reconstructed to four lanes. For the purpose of this discussion, the original design proposal is designated as "full-scale." This designation serves to distinguish the initial design from a "downscoped" version subsequently formulated. The downscoped option was not evaluated in the draft statement, nor was it discussed at the corridor-design public hearing held May 24, 1972. The downscoped version is essentially a modification of the full-scale concept. The downscoped version evolved because of escalating construction costs, which have increased the cost of the original proposal approximately twenty percent. Since it can be constructed within the limits of currently programmed expenditures ($5,200,000) without sacrificing transportation service and with reduced environmental impact, it is recommended for design approval in this statement.

A description of the full-scale, downscoped, and no-build alternates follows (graphically presented in Figure 2). To facilitate comparison, the principal project features of each design alternate are presented in Table 1.

The most critical differences between the full-scale and downscoped design alternates are nonroadway features. Such features of the full-scale design which are eliminated in the downscoped version include access roads (4) and the bikepath on the west side of U.S. 30. The value of these deletions is derived from the substantial reduction in the project costs ($1,800,000) and environmental impact (31 fewer acres of right-of-way which presently serve as either wildlife habitat and/or farmland and residential or business property) attributable to the downscoped design.

FIG

OREGON STATE

MAJOR DES

WARREN - S

LOWER COLUMB

COLUMB

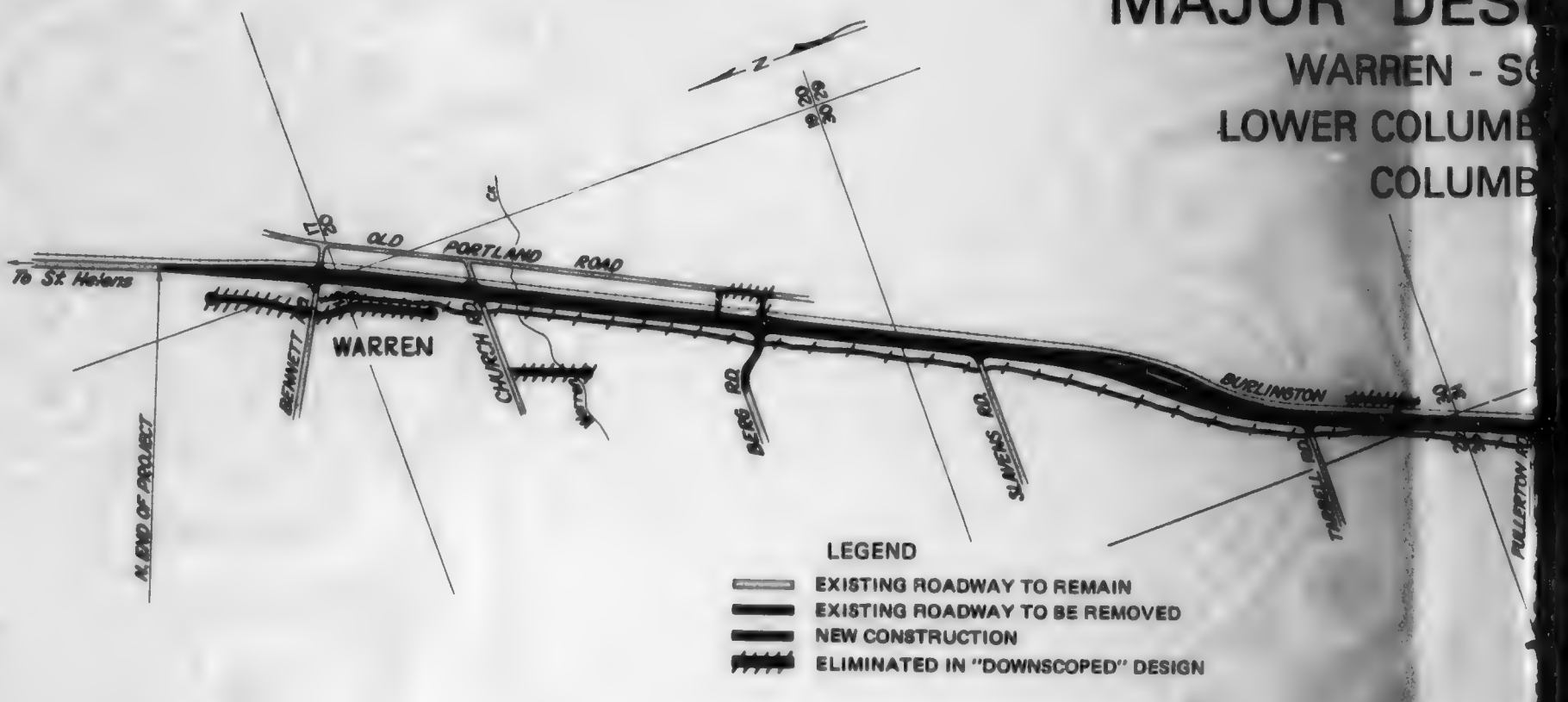


FIGURE 2

OREGON STATE HIGHWAY DIVISION

OR DESIGN FEATURES

WARREN - SCAPPOOSE UNIT

OWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

SCAPPOOSE
N.E. 1ST ST.
N.E. 1ST ST.
N.E. 1ST ST.
N.E. 1ST AVE.
N.E. 1ST AVE.
N.E. 1ST AVE

TABLE 1

PRINCIPAL PROJECT FEATURES: FULL-SCALE AND DOWNSCOPED DESIGN ALTERNATES

Feature	Alternate Full-Scale	Alternate Downscoped
Termini	North: Point approx. 900' north of Warren Post Office. South: Laurel Street (inside city of Scappoose)	Same
Length	5.1 miles	Same
Roadway	Width: 84' Lanes: Four 12' Median: 16' paved and striped for channelized turning movements. Shoulders: 10' paved	80' Same Same 8' paved
Side Slopes	6:1 gravel slopes	4:1 gravel slopes
Grade	Patterns existing except for elimination of two dips in vicinity of Tarbell Road and Honeyman Creek.	Same
Horizontal Curvature	Pattern existing except for straightening of reversing curve between Slaven Road and Tarbell Road.	Same
Access Control	Control of access through the provision of access roads that eliminate direct private access to the highway.	Present level of access control is to be continued, but for construction of access road serving 7 properties south of West Lane Road and east of railroad track.
Bicycle Path	10' Class I	None
Design Level of Service	20,000 ADT ("B" level)	Same
Right-of-Way	68 acres	37 acres
Cost	$7,000,000 (1975 prices)	$5,200,000

The provision of access control necessarily promotes the safety of the road user. However, a reassessment of this design feature indicates that providing access control is feasible but no longer practical, due to the increment in project cost (in excess of $1,000,000) and additional residential displacements (4). Moreover, it has been concluded that the access control feature would contribute only marginal benefits in terms of vehicle safety. This conclusion is based largely on accident data that indicate that the majority of accidents within the Warren-Scappoose Unit result from vehicles stopping in travel lanes or from impaired sight distance. These conditions should be vastly improved by the proposed adjustments to the vertical and horizontal alignment and the provision of the additional travel lanes, a continuous paved median for turning movements off the facility, and widened shoulders for right-turning movements.

Removing the Class I bikepath from the original plan will result in reduced construction and right-of-way costs, including two fewer residential displacements. While bicycle users are not directly served by the proposal, it appears that the cost of constructing the bikepath greatly outweighs the benefit potentially derived by a small number of cyclists.

An important change made in the original design is an adjustment of the centerline (realigned to the east) and increased grades on side slopes (changing 6:1 slopes to 4:1 slopes). In total, implementation of this design change would reduce westerly encroachment in affected areas by six to sixteen feet. As a result, damage to residential frontages and property fronting the Warren School would be minimized. Also, property acquisition at Warren School would be reduced by approximately six-tenths of an acre; the nearest travel lane would be moved further from the building; and disturbance to a septic tank drainage field would be minimized.

No-Build Alternative

The no-build condition is put forth as an alternative that would maintain the Warren-Scappoose Unit as a two-lane facility requiring periodic maintenance work. This alternative would not maintain the status quo, since a progressive deterioration of transportation service would be unavoidable. The existing facility is capable of providing adequate service up to an average daily traffic volume of about 9,700 vehicles, with some delay and congestion. A discussion of the environmental impact associated with the "no-build" condition is found in the "Impact" section (page 48).

EXISTING ENVIRONMENT

Introduction

The existing setting is described to help the reader evaluate the nature and significance of environmental impacts attributable to the proposal. Since the proposed highway alignment would adhere as closely as possible to the existing alignment, the majority of descriptive material here relates to the immediate area of the project. The general social, economic, and environmental character of the project surroundings is also discussed in recognition of the potential spillover of impacts into areas outside that immediately affected by construction activities.

Cultural Environment

Transportation

Three modes of surface transportation--river (Columbia), rail (Burlington Northern), and highway (U.S. 30)--coexist in the project vicinity, and, in combination, they make the Lower Columbia River Highway a significant transportation corridor in the Pacific Northwest. The Columbia County Airport, presently classified as a basic utility facility, is located on the northern outskirts of Scappoose, Oregon, about two-thirds of a mile east of U.S. 30.

In terms of goods shipped within the Lower Columbia River corridor between Portland and Astoria (mouth of the Columbia), U.S. 30 is the predominant mode, transporting nearly half the total. Table 2 summarizes commodity shipments for all modes.

U.S. 30 is a principal component of the primary-rural highway system in Oregon. Much of its ninety-six-mile length is basically similar to the two-lane roadway constructed over four decades ago (1920's and 1930's). A number of capacity-deficient sections, however, have subsequently been upgraded as warranted by increased traffic volume. The

U.S. 30 Through Scappoose at Southern Terminus of Warren-Scappoose Unit

Oblique View of Warren-Scappoose Unit From South

majority (approximately 70%) of four-lane improvements have occurred south of Scappoose, due to the heavier traffic load on the northwest outskirts of Portland (average daily traffic of 9,400 in 1973). Other four-lane sections occur in small segments, primarily on the fringes of communities bisected by U.S. 30[1]. Nearly all (66%) rural portions of U.S. 30 are presently two-laned. Current average daily traffic volumes (ADT) on rural sections south of St. Helens (which include the subject project section) average about 8,800 vehicles per day (ADT). This level frequently exceeds 10,000 vehicles per day during the prime recreational season between July and September. Rural sections north of St. Helens have markedly lower average daily traffic volumes, rarely exceeding 5,000 ADT.

TABLE 2

MODES USED TO TRANSPORT RESOURCES ALONG THE TRANSPORTATION CORRIDOR BETWEEN PORTLAND AND ASTORIA (1970)

	TOTALS IN TONS	% OF TOTAL
Highway	1,262,880	47.6
Rail	450,770	17.0
Water	934,960	35.3
Other	3,200	0.1
TOTAL	2,661,810	100.0

Source: Arend, Richard, Resource, Markets, and Transportation in the Lower Columbia River Region (Portland: Portland State University, 1970) p. 25.

[1]These cities include Columbia (pop. 610), Rainier (pop. 1,815), Clatskanie (pop. 1,420), and Astoria (pop. 10,580). Population figures were certified by the Bureau of Population Research and Census as of September 30, 1973.

The 1973 accident data for U.S. 30 show that the accident rate per million vehicle miles on both the rural and urban segments (1.77 and 3.78, respectively) is lower than the average recorded for the entire nonfreeway state primary system (1.95 and 5.69, respectively). However, significant accident rate differentials exist between the various road sections comprising U.S. 30 (ranging from 1.29 between Clatskanie and Astoria to 4.48 inside Scappoose).

The Warren-Scappoose Unit of U.S. 30 represents a 5.1-mile section of U.S. 30 and is one of three units that comprise the 11.2-mile St. Helens-Multnomah County Line Section. The two remaining units are contiguous to the Warren-Scappoose Unit and include the St. Helens Unit to the north and the Scappoose Unit to the south. Project termini are depicted in Figure 3 and include N.W. Laurel Street (M.P. 21.00) inside the city limits of Scappoose (southern terminus) and a point approximately three-tenths of a mile north of Bennett Road (M.P. 26.1), the northern project terminus. The southern tip of the project is currently a transitional section that tapers the existing four-lane divided highway inside Scappoose into a two-lane section of primary highway at the northern city limits of Scappoose (M.P. 21.31--intersection of U.S. 30 and Vernonia Road). Commencing at the terminus of the taper section (M.P. 21.31) and heading in a northerly direction, the existing highway remains two-laned, but the road surface narrows to twenty-two feet and consists of two eleven-foot travel lanes with gravel shoulders. This section continues to a point just south of Bennett Road (25.62), where the road surface widens to twenty-four feet and allows for two twelve-foot lanes with gravel shoulders. A photomosaic of the entire road section follows Figure 3. Numbers appearing on the mosaic refer to traffic stations. The distance separating station numbers equals 1,000 feet.

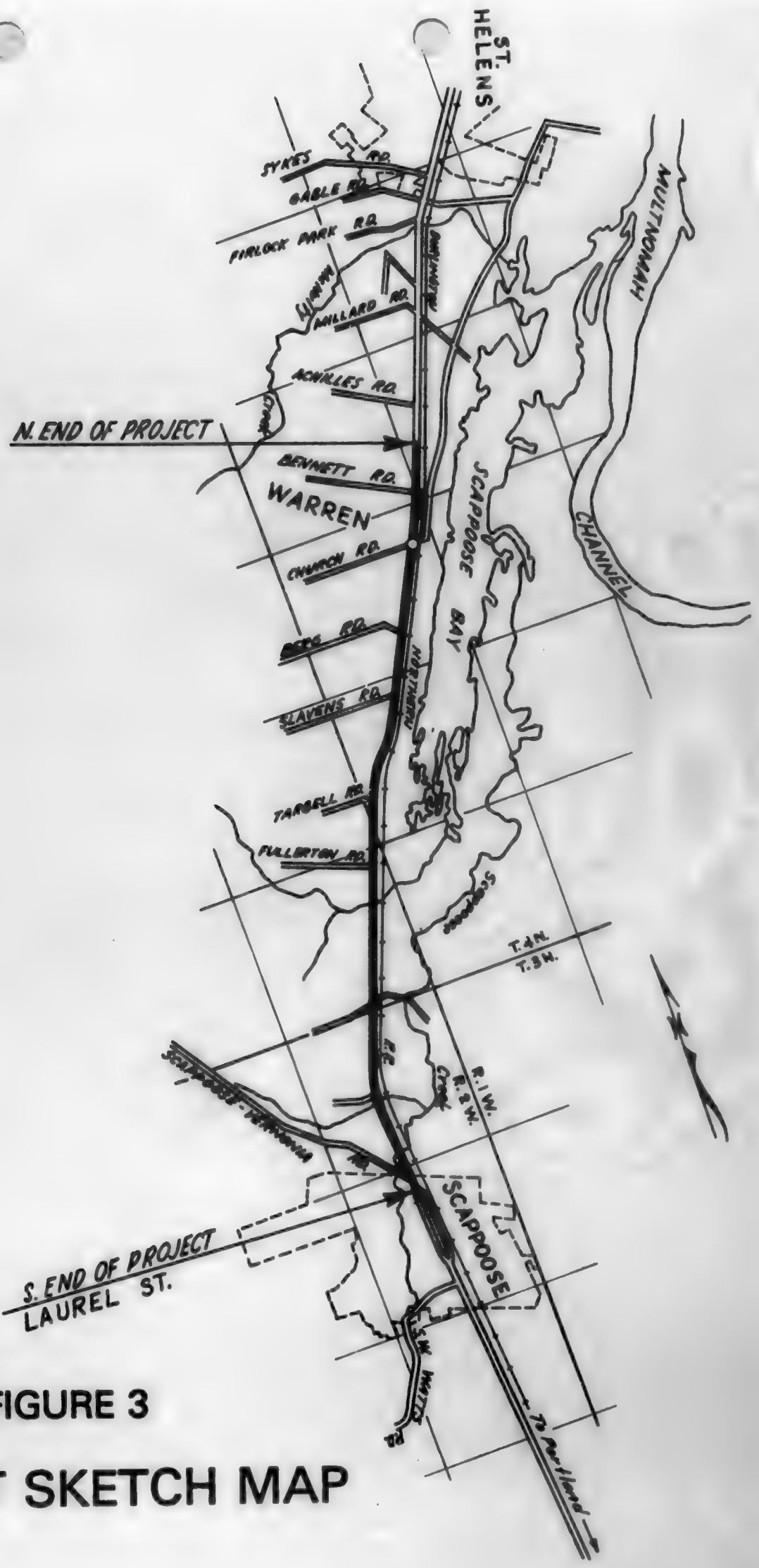


FIGURE 3

PROJECT SKETCH MAP

PHOTO MOSAIC OF PROJECT AREA

NORTHERN HALF

SOUTHERN HALF

The two-lane section of the Warren-Scappoose Unit has a design capacity of 7,200 vehicles per day at an assumed level of service "B."[2] Level of service "C," which allows for conditions of stable traffic flow, but at reduced speeds,[3] could be maintained up to approximately 9,700 vehicles. Present daily traffic volumes are approaching 9,000, as volumes averaged 8,800 vehicles per day in 1974. During the summer months, weekday recreational traffic frequently exceeds 10,000 ADT. These peak seasonal volumes result in significantly reduced service to the road user, as smooth traffic flow is interrupted and average operating speeds approach 40 miles per hour.

Currently, only partial access control is exercised on the subject road section. This means that direct highway access via intersecting roads and driveways is allowable, provided that vehicles can enter and leave the highway in a safe manner.[4]

Traffic accidents for the five-year period between 1969 and 1974 along the Warren-Scappoose Unit averaged slightly higher (2.20 per million vehicle miles) than the 1973 state average for rural-primary highways (1.95). Collision reports have established that 56% of reported accidents were associated with passing or turning movements (either sideswipe, meeting, or turning). These types of accidents are most common on partially controlled, two-lane highways approaching vehicular capacity.

[2]The higher speed range of stable flow with operating speeds capable of averaging 50-60 m.p.h.

[3]Approximately 40-50 m.p.h.

[4]Safety is determined on the basis of highway speed, sight distance and avoidance of undue traffic conflicts and must be established prior to the issuance of a road approach permit (ORS 374.305-374.320).

Socioeconomic Characteristics

The proposed project is situated in an essentially rural area of Columbia County and is located approximately twenty miles north of Portland, Oregon. Portland, located at the northern tip of the Willamette Valley is Oregon's largest urban area and serves as a major port and collection and distribution center for both retail and wholesale goods in the Pacific Northwest. The natural resource base and amenities of the Willamette Valley have been conducive to attracting a diversified commercial-industrial base. Concomitantly, the Willamette Valley in general and the Portland metropolitan area in particular have grown appreciably since 1950. Continued population growth, rising income levels and the amenities people seek in rural-suburban living conditions have combined to exert development pressures on nonurban areas. The southern portion of Columbia County (the general location of the proposed project) is one area that has undergone noticeable growth from the process of urban expansion.

Figure 4 shows the boundaries of Columbia County and the census county divisions within the county. Most of the population is situated on the east side of the county, which borders the Columbia River. Major routes of land transportation also border the Columbia and include the Lower Columbia River Highway (U.S. 30) and the Burlington Northern Railroad. In terms of goods shipment within this corridor between Portland and Astoria (located at the mouth of the Columbia), highways are the major mode, transporting almost half of the total commodities (see Table 2).

The availability of a major water route, plus the proximity of Portland, provides sections of the riverfront area within Columbia County with good potential as waterfront industrial sites. On one of these sites is the Trojan nuclear power plant, which is near completion. Another power plant is

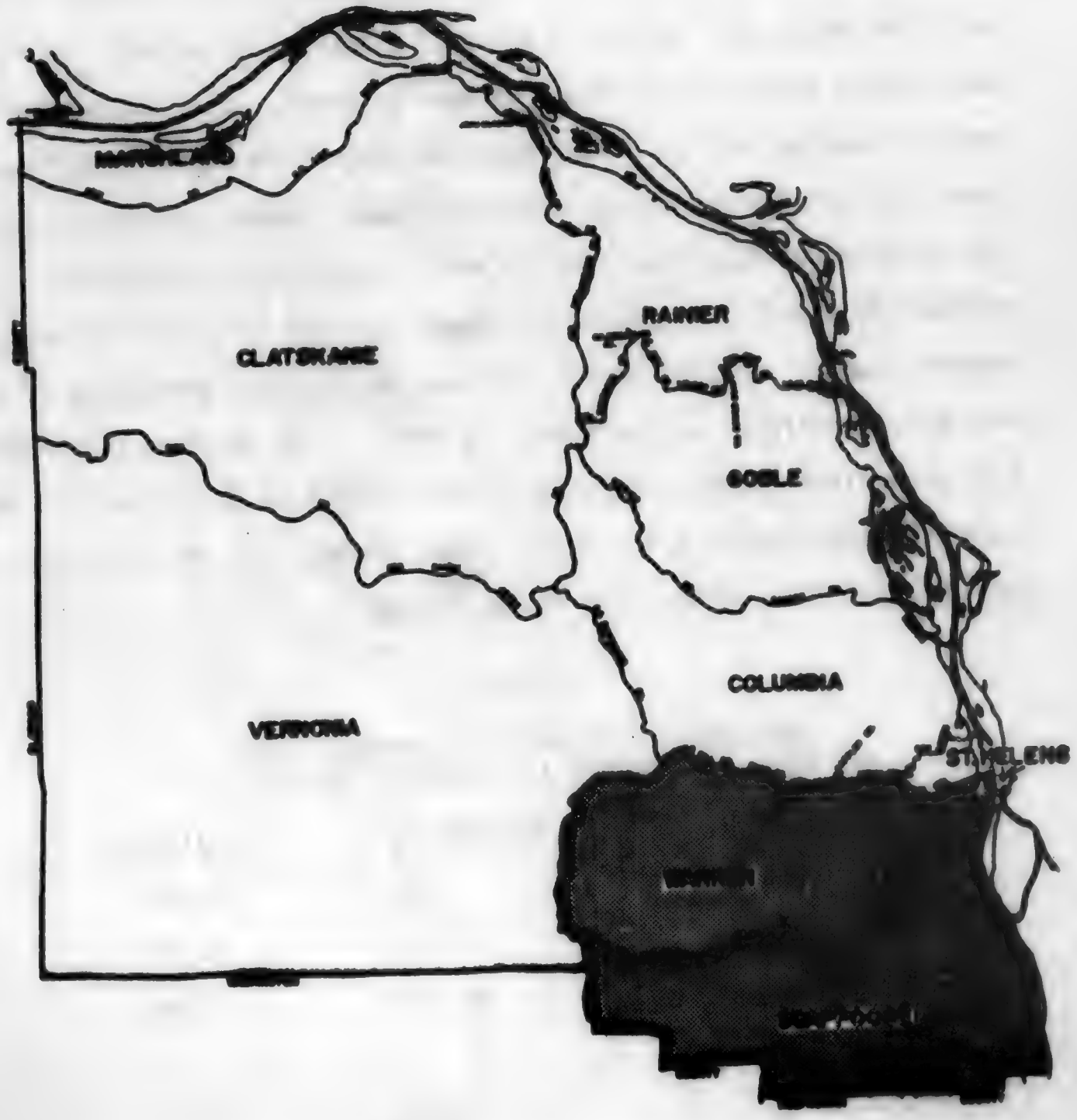


FIGURE 4

1970 CENSUS COUNTY DIVISIONS: COLUMBIA COUNTY

being constructed by Portland General Electric near Clatskanie. In addition, two oil refineries have been proposed for sites along the river in this county.

Largely because of the existence of the Lower Columbia River transportation corridor and the lack of a large urban center, Columbia County has several economic characteristics distinctly different from adjacent Multnomah County (an urban county bordering Columbia County on the south); Table 3 shows some of these distinctions. Because Multnomah County has undergone substantial urbanization, both employment and payroll are higher in Multnomah County than in Columbia County. Since Multnomah County, and particularly the city of Portland, is a retail and wholesale trade center, employment, and particularly payroll percentages for trade, are much higher for Multnomah than Columbia County. Columbia County, however, has a higher percentage of employment (and payroll) in manufacturing. In other words, Columbia County has a less diversified economic structure with a heavy emphasis on manufacturing, while Multnomah County, being at the center of the urban area, has captured a substantial portion of the trade in the region.

TABLE 3

EMPLOYMENT AND PAYROLL FOR MANUFACTURING
AND TRADE IN MULTNOMAH AND COLUMBIA COUNTIES, 1970

EMPLOYMENT	MULTNOMAH CO.	COLUMBIA CO.
Manufacturing	5.00%	55.20%
Trade	31.22%	20.78%
Total Employment	229,163	4,446
PAYROLL		
Manufacturing	24.58%	66.87%
Trade	27.60%	11.94%
Total Payroll ($000's)	$1,754,049	$33,480

While manufacturing has remained a substantial part of total economic activity in Columbia County, employment in manufacturing has been declining as a percentage of total employment (Figure 5). In contrast, nonmanufacturing as well as government employment has been increasing both absolutely and relatively.

Population in Columbia County actually declined between 1950 and 1960 but showed a sharp upturn during the following ten years. During the fifties, Columbia County remained largely rural in character with much of the population migrating to the nonrural areas (such as Portland). During the sixties, the urban population began to spill over into Columbia County. By 1970, a substantial part of the work force in southeastern Columbia County worked either in the city of Portland or other parts of the SMSA (Table 4).

TABLE 4

SELECTED WORKPLACES FOR RESIDENTS OF SOUTHEASTERN COLUMBIA COUNTY

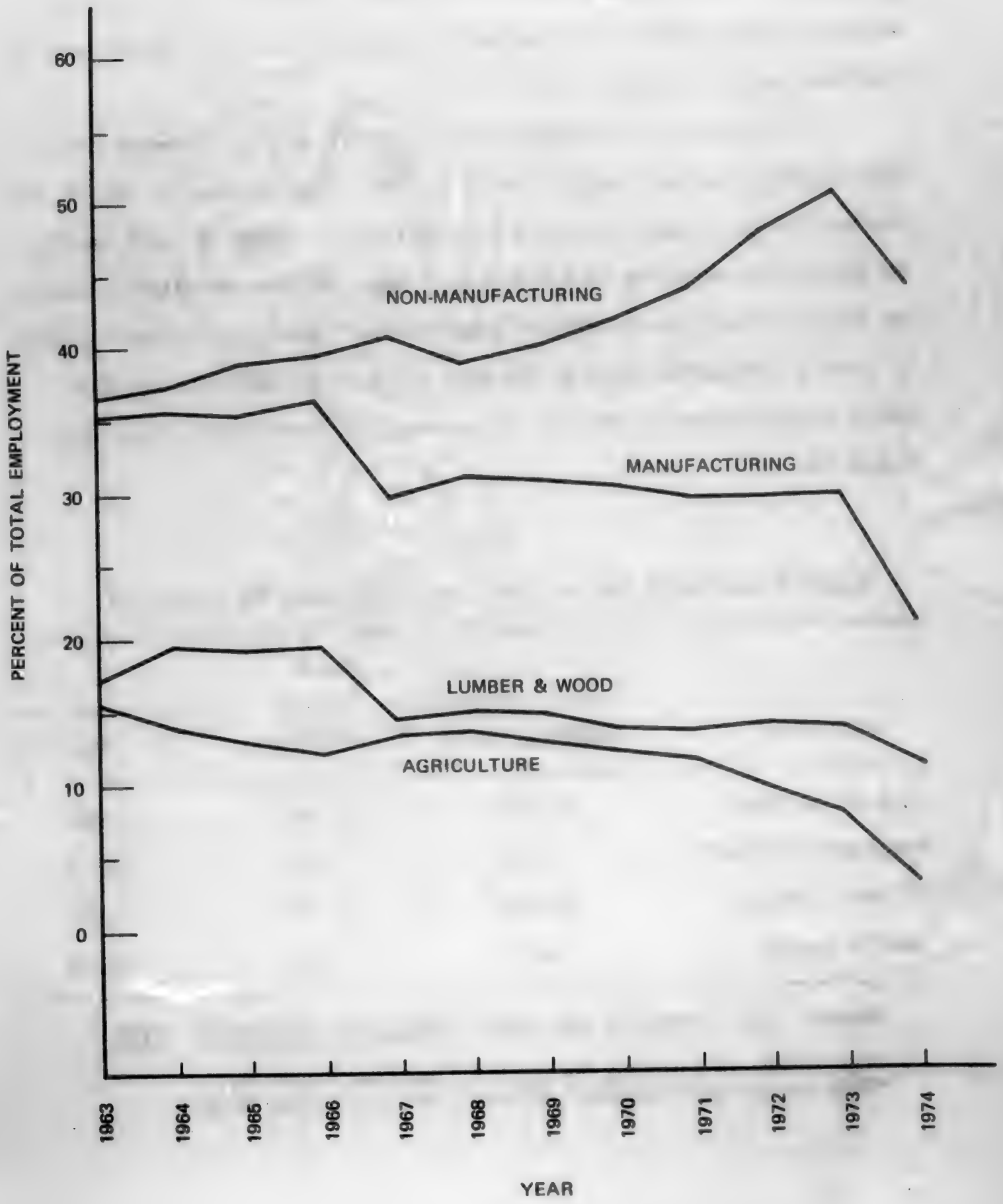
	RESIDENCE		
WORKPLACE	SCAPPOOSE CCCD*	WARREN CCD	ST. HELENS CCD
City of Portland	39.35%	23.59%	8.98%
Remainder of SMSA**	9.94%	5.37%	2.77%
Columbia County	50.26%	69.85%	87.47%
Cowlitz County	0.45%	0.00%	0.78%

Source: U.S. Bureau of the Census, Census of Population: 1970.

*CCD refers to a Census County Division (see Figure 4).
**SMSA refers to a Standard Metropolitan Statistical Area.

FIGURE 5

PERCENTAGE OF TOTAL EMPLOYMENT IN COLUMBIA COUNTY FOR THE YEARS 1963–1974



According to the 1970 census data, Columbia County had a population of 28,290, an increase of approximately 29 percent over the 1960 census data.[5] According to a published study by the State Department of Human Resources, Employment Division,[6] this trend is expected to continue, with a population gain of 27 percent (or to about 36,000) projected for 1970-1980. The Scappoose area had the greatest population increase of incorporated communities in the state (101 percent over the ten-year period 1960-1970). This rapid population growth--coupled with the fact that many of those working individuals living in S.E. Columbia County work outside the county, either directly in Portland or within the Portland metropolitan region--indicates that the southern portion is rapidly becoming a suburban area of Portland.

As shown in Table 4, nearly 40 percent of those living in and around Scappoose work in Portland. This figure, as expected, is less than 10 percent for the city of St. Helens, which is a greater distance from Portland. Table 5 gives an indication of the amount of in-migration from different areas into the county as well as selected Census County Divisions (CCD). Over 20 percent of the population in the Scappoose CCD migrated to the county from other parts of the state. This presents an overall picture of the southern portion of the county as becoming suburbanized. There is no reason to expect that this process will not continue, although poor economic conditions may produce slower growth rates than those of the 1960's.

[5] U.S., Bureau of the Census, Census of Population 1970. Characteristics of the Population, Part 36. Oregon.

[6] Oregon, Department of Human Resources, Employment Division, Research Statistics, A Socio-Economic Profile for Columbia County.

TABLE 5

POPULATION 5 YEARS OLD AND OVER BY RESIDENCE IN 1970
IN COLUMBIA COUNTY AND SELECTED CCD'S

RESIDENCE IN 1965	SCAPPOOSE	WARREN	ST. HELENS	COUNTY
Same House	44.77%	45.85%	43.20%	46.15%
Different House, Same County	15.69%	18.20%	27.45%	20.81%
Different County, Same State	20.80%	13.96%	11.92%	12.61%
Different State, West	9.54%	4.85%	7.10%	10.31%

Land Use

Most of U.S. 30 between Portland and Astoria traverses a rural landscape characterized by numerous farms and dispersed residential settlements. More concentrated and diversified development is largely limited to the confines of small cities and towns along the highway. Only the communities of Astoria and St. Helens are of urban size, having respective populations of 10,580 and 6,600. Roadside residential and commercial development pervades stretches of U.S. 30 between close communities. In addition, numerous county roads intersecting U.S. 30 provide access to pockets of low- to medium-density residential development.

The pattern of land use in the project area is similar to that found in most rural areas of Oregon served by a primary highway (see photograph on following page).[7] Farmsteads and scattered low-density residential development dominate the landscape. However, recent residential development approximating

[7]For the purpose of describing existing land use, the project area is considered to encompass a band extending the length of the project approximately one-quarter mile on each side of the highway.

Proje[illegible]

suburban densities can be observed west of the Warren School and in the vicinity of Tarbell Road. This pattern of development indicates that the Warren-Scappoose area is evolving as a suburb of Portland--Oregon's largest metropolitan center.

As evidenced by the land-use map (Figures 7A and 7B), residential development is most extensive on the west side of the highway. The presence of Scappoose Bay east of U.S. 30 limits residences and farm acreage to a strip of land 600 to 900 feet in width.

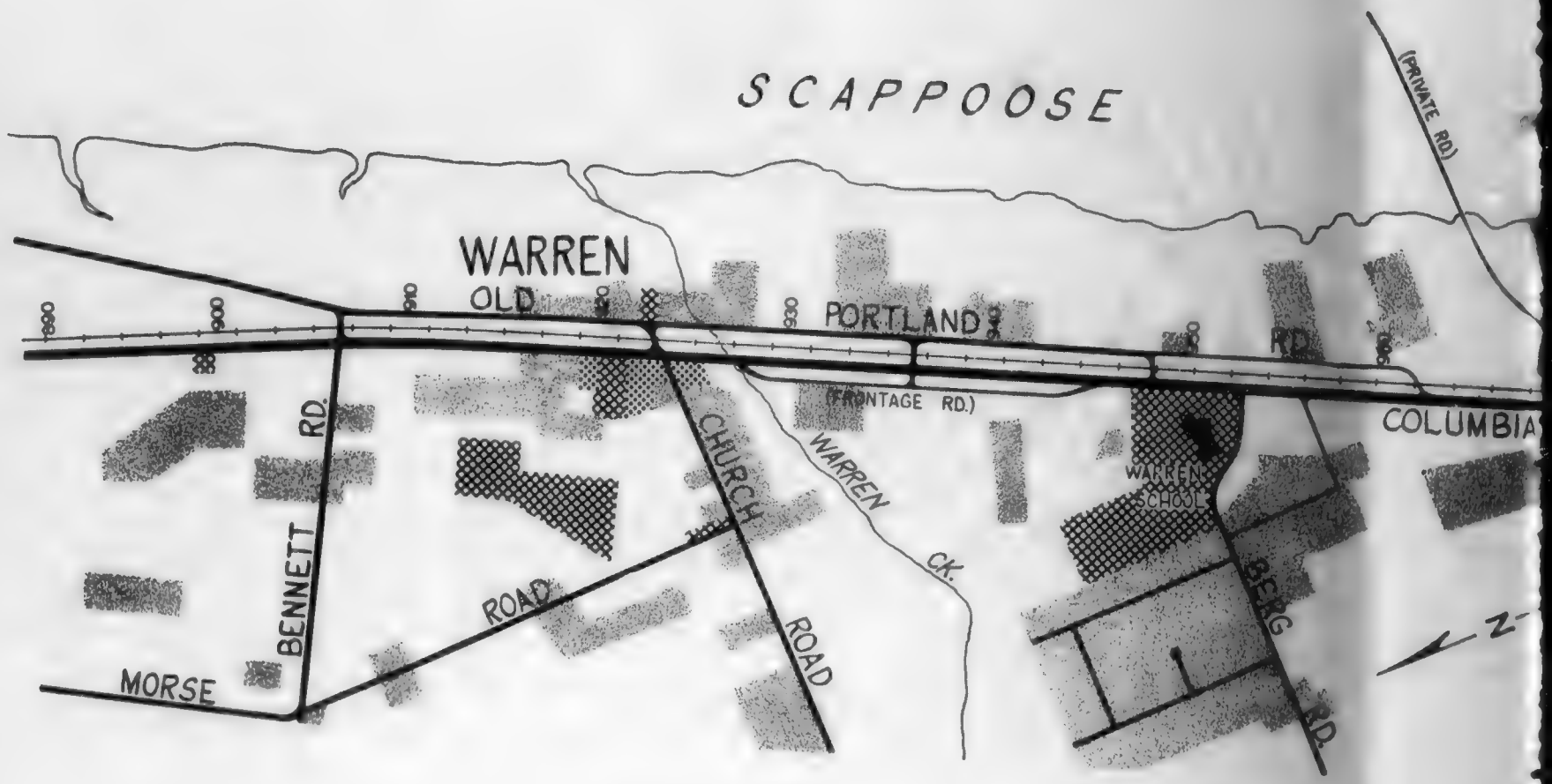
Septic tank systems are the only means of sewage disposal in the project area, and the county has no plans of establishing public sewer services in the foreseeable future. Moreover, it has been a county policy to limit residential development to locations with suitable characteristics for septic tank drain fields. These factors necessarily constrain the near-term likelihood of more intense residential development in the area.

A land-use effect of the partial access control policy affecting the subject highway section is exemplified by the degree of roadside land development. Partial access control allows property adjacent to the highway direct access, provided such access does not impair highway safety. Consequently, a number of commercial and residential properties have developed alongside the Warren-Scappoose Unit of U.S. 30. The occurrence of this development is most frequent on the west side of the highway. This is due, in part, to the presence of the Burlington Northern Railroad line which borders U.S. 30 on the east. It is the policy of railroad companies to discourage at-grade crossings of their tracks.

The majority of commercial land use occurs in the southern portion of the project area, inside the northern city limits of Scappoose. Several businesses are intermittently located at roadside sites between Vernonia Road and Bennett Road.

FIGURE 7A

EXISTING LAND USE: NORTHERN



LEGEND

- RESIDENTIAL
- COMMERCIAL
- AGRICULTURAL - VACANT
- PUBLIC AND SEMI - PUBLIC

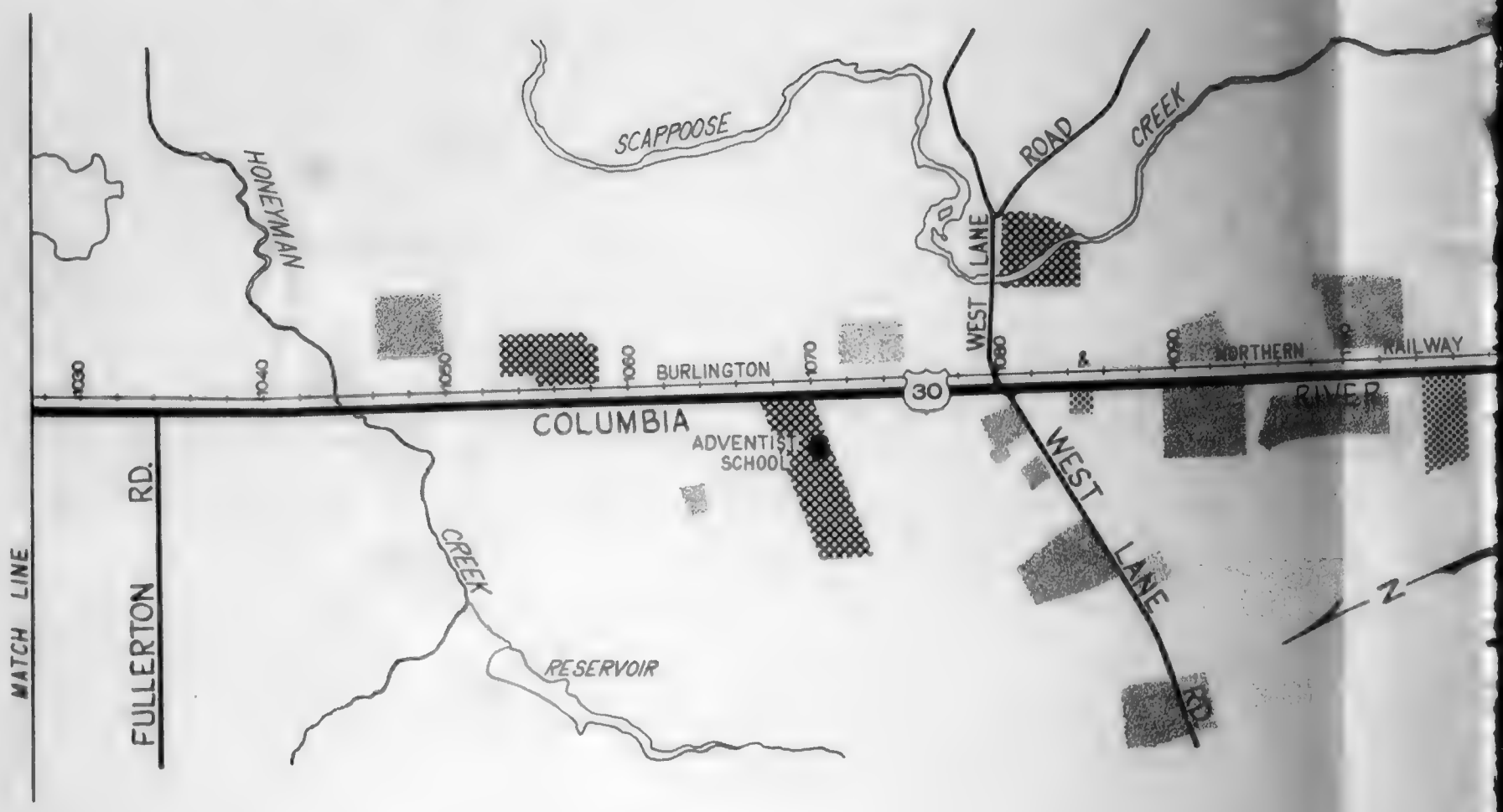
FIGURE 7A

SE: NORTHERN PROJECT AREA

APPROXIMATE SCALE: 1" = 1000'

FIGURE 7B

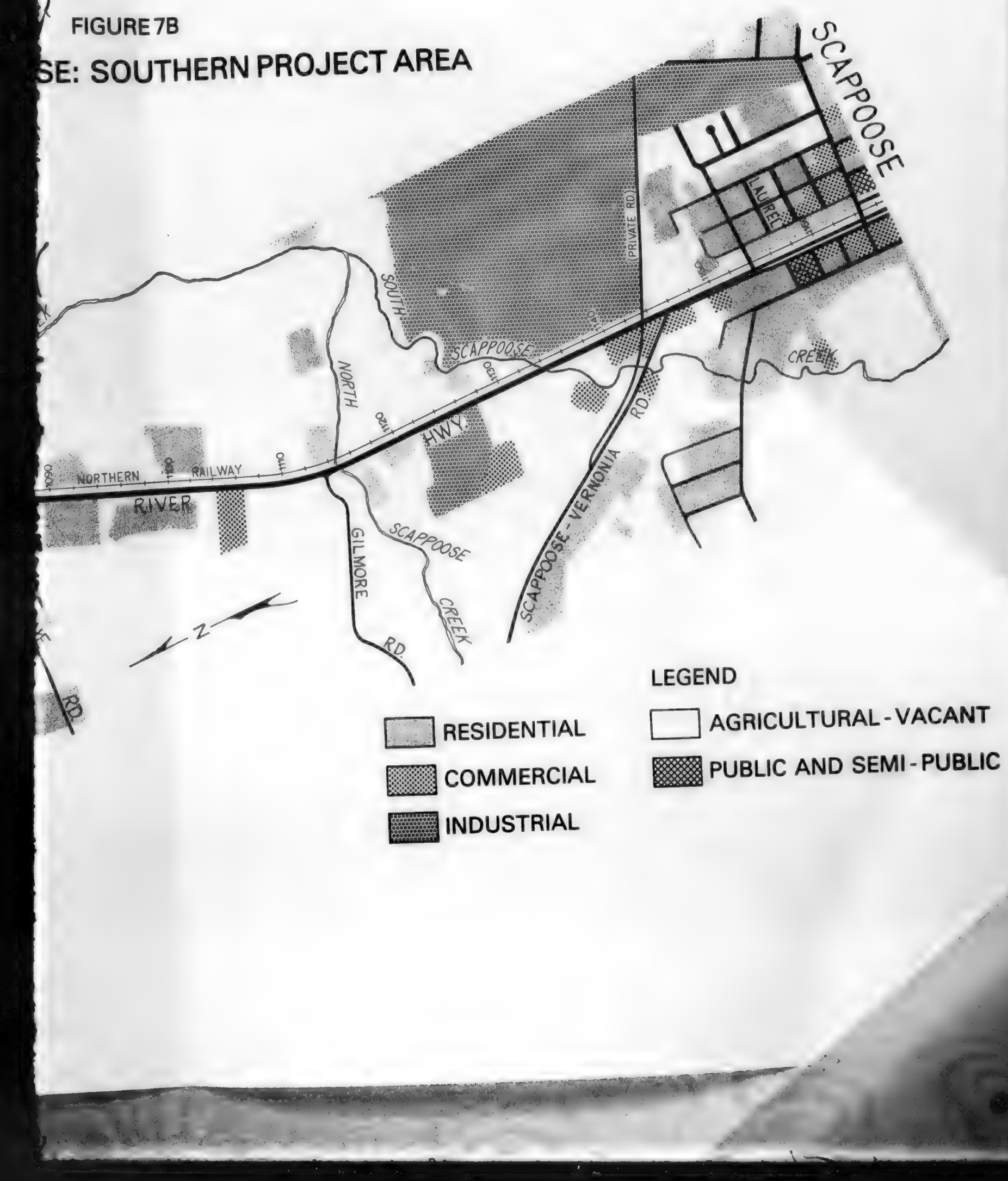
EXISTING LAND USE: SOUTHERN



APPROXIMATE SCALE: 1" = 1000'

FIGURE 7B

SE: SOUTHERN PROJECT AREA



Although industrial activity is limited in the project area, a major commercial gravel operation is located at the northern limits of Scappoose. This site also serves as a log storage site for Weyerhaeuser Company.

Public land use includes the Warren School (just north of Berg Road on the west side of the highway) and an undeveloped land parcel south of West Lane Road. This parcel was donated to Columbia County under the stipulation that it was to become a park. Subsequently, the land was named the "Fisher Park" property (see "Public Lands" section).

Land-use planning in the project area is under the jurisdiction of the City of Scappoose and Columbia County. Both the city and county have adopted comprehensive land-use plans. Proposed land use for the area outside Scappoose calls for primarily rural-residential (five-acre lot size minimum) land use. Limited areas, however, have been designated for highway commercial activity and light industry. Present zoning is largely in conformance with the comprehensive plans.

Historic and Cultural Properties

Right-of-way necessary for the proposed improvement does not include property listed on the National Register of Historic Places. The Thomas McKay Grove Site, located well outside the immediate project area (approximately one mile: SE¼, S31, T4N, R1W), is the only property in the area listed on the Statewide Inventory of Historic Places. The site is far enough beyond the limits of the proposed project to be unaffected. This conclusion is confirmed in a transmittal from the office of the State Historic Preservation Office (Appendix F).

Public Lands

School District 1-J: Warren School

The Warren School is situated just north of Berg Road, on the west side of U.S. 30. School enrollment is currently limited to primary grades one through three (enrollment of 110). Pending voter approval of the school district budget, kindergarten classes will be added in the forthcoming school year (1975-1976). It is estimated that the kindergarten program will add seventy-five children to school enrollment. The present capacity of the Warren School is 234 students.

School grounds occupy a total of fourteen acres and front U.S. 30 for a distance of about six hundred feet (see photographs on following page); school facilities are depicted in Figure 6. A cyclone fence encloses most of the school grounds, including the boundary of school property and existing highway right-of-way. The nearest corner of the school building lies about one hundred feet west of this fence. The property between the school and existing highway right-of-way (lower school grounds) is a small field that slopes downward (6 percent) toward the highway. This portion of school property is designated as the east playground area in Figure 6, since it is used by school children during classes and free-play activities that occur before school and during recess periods.

There is no public use of this play area, since it contains no developed facilities for organized recreational programs (e.g., football field, baseball diamond). Public use of school property is largely limited to the upper school grounds (Figure 6) where a large expanse of flat, open field area and baseball diamond are located.

View of Warren School Looking North

Aerial View of [illegible] School Looking South

FIGURE 6

DIAGRAM OF WARREN SCHOOL PROPERTY

Playground (recreational) potential of the lower school grounds is limited because this portion lies in the sloped portion of an ancient terrace. School use of this area occurs primarily because of its relative proximity to an asphalted playground that adjoins east-wing classrooms to the south. This association of school facilities makes the area east of the school most accessible and, therefore, convenient for play activities.

The original proposal to improve U.S. 30 presented at the corridor/design public hearing (May 24, 1972) would have required approximately 1.5 acres of the open-field playground area fronting the school. This earlier proposal called for 4:1 slopes on cut embankments and a bicycle path. The right-of-way boundary would have fallen about ten feet beyond the western-most portion of the school building. The current downscoped proposal being put forth for design approval would require 0.9 acre of school property. This diminished acreage requirement stems from three design changes: (1) 2:1 side slope instead of 4:1; (2) shifting the highway centerline six feet east, and (3) elimination of the bikepath. Under these conditions, the right-of-way line would lie about thirty-five feet beyond the school building. The presence of the Burlington Northern Railroad tracks on the east side of U.S. 30 prevents further shifting of the proposed alignment away from the school. The new right-of-way boundary would avoid the upper school grounds by over 200 feet (see Figure 6). Thus, the ballplaying area would not be impacted by the proposed project.

As evidenced by the aforementioned information, the proposed project does not require school property that is used for public recreational purposes. Instead, right-of-way needs involve approximately 0.5 acre of school grounds presently in school playground use. Although this area is sloped, and is

therefore relatively less desirable for field play activities than flatter portions of the upper school grounds, school officials desire to maintain playground use of the area because of its proximity to classrooms. Given this desire, the Highway Division will investigate the feasibility of providing a replacement play field area south of the south side asphalt playground. This could be accomplished by earth-filling the area to establish a level grade. The resulting playground area should be superior to the existing east playground area since it would be level and positioned further from highway travel lanes.

Another impact of the proposed project on the Warren School property would be the displacement of a small septic tank drainage field located approximately seventy-five feet east of the east wing of the school building. Present plans call for abandoning this field and pumping the effluent into a larger drain field which lies to the southwest. Implementation of this plan will require a permit from the county sanitarian. In the absence of the sanitarian's approval, the Highway Division will investigate the construction of a replacement drain field.

The Highway Division also plans to further evaluate the feasibility of potential noise attenuation at the Warren School site (see "Noise" section under "Environmental Impacts"). Further coordination with school officials will continue as these investigations get underway.

Columbia County: Proposed Regional Park

The comprehensive land-use plan in effect for the "South County Area" of Columbia County designates a ten-acre parcel just south of West Lane Road (east of U.S. 30) as a proposed regional park. This property came under the ownership of Columbia County as a result of a deed transfer which occurred in

1967. The original owner, a Joseph O. Fisher, specified in the transfer that the property was to be used for public recreational purposes with no overnight camping. The parcel has come to be called "Fisher Park."

The proposed project would require approximately eight-tenths of an acre from the western boundary of the "Fisher Park" parcel. This acquisition is necessitated by the proposed construction of an access road to serve seven families on the east side of the highway. The access road would replace an existing railroad undercrossing to be closed by the proposed roadway widening.

Pursuant to 49 U.S.C. 1653(f) of the 1960 Department of Transportation Act, the Columbia County Board of Commissioners were asked to determine if the proposed acquisition involves public recreational land of national, state or local significance.

The disposition of the commissioners on this matter is as follows:

> While the 10-acre parcel in question was designated as a "county park" pursuant to Chapter 275 of the Oregon Revised Statutes, no development of the area has taken place, nor is any planned. There is another county park, developed, less than one-quarter mile from this site. Fisher Park has not been developed because of flooding of Scappoose Creek, and the fact that approval for installation of septic tanks is not possible because of the flooding situation.
>
> Because of the above-mentioned facts, and because the property is not now used for recreational purposes, we have determined that the park is of no national, state or local significance.

(See copy of entire disposition in Appendix F.)

On the basis of the physical decencies of the subject area and the disposition of the Columbia County Board of Commissioners regarding its park potentials, it is the determination of the Oregon State Highway Division, in consultation with the Federal Highway Administration, that a 4(f) Statement

is not required for the acquisitioning of the property. However, the county has indicated its desire to trade the "Fisher Park" property for an area more suitable for public recreation use. The Highway Division and Board of Commissioners of Columbia County are therefore jointly investigating the possibility of such a trade. The most likely site is a state-owned parcel known as the "Beaver Boat Ramp" near the city of Clatskanie.

Air Quality

The project area is characterized by good ventilation. During periods in the late fall when lower wind speeds are recorded, the prevailing wind direction is southeast. Verified information on existing background[8] concentrations of major air pollutants in the project area is unavailable. The frequency of ground-based inversions,[9] however, is somewhat less than in the Portland metropolitan area.[10] In addition, prominent terrain features are not found near the roadway; thus the probability of severe air stagnation due to strong inversions is decreased. These natural conditions and the non-existence of major sources of air pollution presently give the project area good air quality conditions.

[8]"Background" is defined as the concentration of air pollutants at a site which is unaffected by local sources such as highways, parking lots or industries.

[9]An inversion exists when the temperature of an air layer increases with an increase in elevation. This direct temperature-elevation relationship does not allow rising parcels of polluted air to penetrate the inversion layer; instead, air pollutants are trapped beneath.

[10]Atomic Energy Commission, Meteorology and Atomic Energy, Office of Information Services; 12-72.

Ambient Noise

See section on Environmental Impact.

Natural Environment

Geology

The project for the most part is aligned along the outer portion of one of several terraces, remnants of former flood plains. Underlying the terraces in downward progression, are several feet each of clayey silt and sandy silt, thin lenses of sand, varying thicknesses of clay, and a thick deposit of rounded, well-sorted gravels extending to depths of 140 feet or more in some areas. The gravels consist of volcanic types (like basalt and andesite) as well as erratic rocks or rocks not indigenous to the area, such as quartzite and granitic types.

The gravels are considered to be the depositions and reworkings of numerous floods during the late Pleistocene epoch, including the great glacial Lake Missoula flood of 10,000 to 15,000 years ago (late Pleistocene older alluvium). Some of the material may also be reworked portions of the Pliocene Troutdale formation, which underlies much of the area. The profile was determined from test borings made along the alignment.

Soils of the project area were tested in the Materials Division laboratory of the OSHD. The test results of soils deemed typical are available for inspection at the Oregon State Highway Division. Such soils best represent the composite of field observations and laboratory analyses of the soil samples taken. Soils underlying the project right-of-way are predominantly clayey silts and sandy silts classified as ML in the Unified Soil Classification System.[11]

[11] See Appendix A for a description of the soils under the Unified Soil Classification System.

Other soil classification types found in the project area are these: CL, underlying Stations 997+00, 1074+00, and 1106+00; CH, underlying Station 1092+00; and G, underlying Stations 925+15, 1012+75, and 1045+75 (see photomosaic for location of these station numbers). These classifications are detailed in Appendix A.

The moisture content of the subgrade soils[12] is generally high and is close to and above the liquid limit in project sections requiring excavation (cut sections). These soils will be lime-treated, and no problems are anticipated. Quicklime is spread on the subgrade and rototilled into the soil to a depth of six inches. The lime produces a chemical reaction on initial application that dries the soil and changes fine, plastic soils to granular nonplastic soils. Considerable cementation is achieved and a much higher strength soil is produced. The lime treatment also creates an impermeable layer that prevents water from filtering into the base rock and decreases the intrusion of subgrade material into the base rock.

The subsurface water level at the roadway alignment fluctuates seasonally. A subsurface water profile determined from February, 1968, measurements, a month when the water level is near or at its maximum annual height, indicates that the water level along the alignment was very high at that time. The State Engineer's office identifies this high water as probably being temporarily perched water slowly migrating downward to the regional water table. This is likely due to the amount of rainfall, the considerable runoff of the several creeks draining the west foothills, and the poor drainage characteristics of the clayey and sandy silts overlying the gravels. This condition, however, is seasonal, and the near-surface water eventually either runs off or slowly migrates downward to the water table.

[12]The subgrade is the soil portion that underlies the pavement.

Groundwater is in limited supply throughout most of Columbia County (Boatwright Engineering, 1970). During summer months, streamflow is low and groundwater supplies are marginal over much of the county. Although the area has adequate precipitation to periodically recharge its water-bearing rock units, the geologic formations which are located in most of this county (sedimentary rocks, Columbia River basalt, older volcanic rocks) lack great permeability. Older alluvium is found along most of the project area, interspersed in places with younger alluvium (United States Geologic Survey, 1956). These alluvial deposits produce large amounts of water at relatively shallow depth and the water is of good quality except where it has been polluted by external (nongeologic) sources.

Aquatic Environment

The project area lies in the Columbia River Subbasin, and, more specifically, within the Scappoose Creek watershed. Several creeks in this watershed flow easterly out of the Tualatin Mountain foothills, across the project area, and into Scappoose Bay, a slough that extends southwesterly from the Columbia River at river mile 86.5. Annual precipitation in this area averages 40 to 50 inches and the mean annual runoff ranges between 20 and 30 inches (Pacific Northwest River Basins Commission, 1970). Surface runoff is typically brief but intense, being rapidly dissipated to stream channels, where water levels rise and fall dramatically. The generalized sediment yield for this area ranges between 0.1 and 0.2 acre-feet per square mile per year, a rather low yield, due to the relatively flat, vegetated slopes in the area.

Floods occurring along the Columbia River in the last century have been dramatic, the worst on record occurring (in order of magnitude) in 1894, 1948 and 1964. The 1894 and 1948 floods were largely unregulated, due to the

lack of flood control, and they caused devastating damage. However, subsequent dam construction has markedly reduced the chance of such floods occurring again. At no place does the 100-year flood plain encroach on highway right-of-way. This is largely due to the presence of the Burlington Northern Railroad rail bedding, which would effectively block floodwater.

Five creeks cross the project area and drain into Scappoose Bay. Listed from south to north, these creeks include South Fork Scappoose Creek, North Fork Scappoose Creek, Honeyman Creek, Warren Creek and an unnamed drainage at Tarbell Road.

The Scappoose Creek system has generally good water quality, although it is suffering to some extent from the effects of community development. Several water quality parameters measured at seven sites on both forks of the creek and on the main stem during the period 1969-1973 indicate that (with the exception of low summer flows and high summer temperatures in places), no extraordinary water quality problems exist in this system. General DEQ water quality standards are not presently being violated. There are no recorded fecal coliform, turbidity, or dissolved oxygen problems.

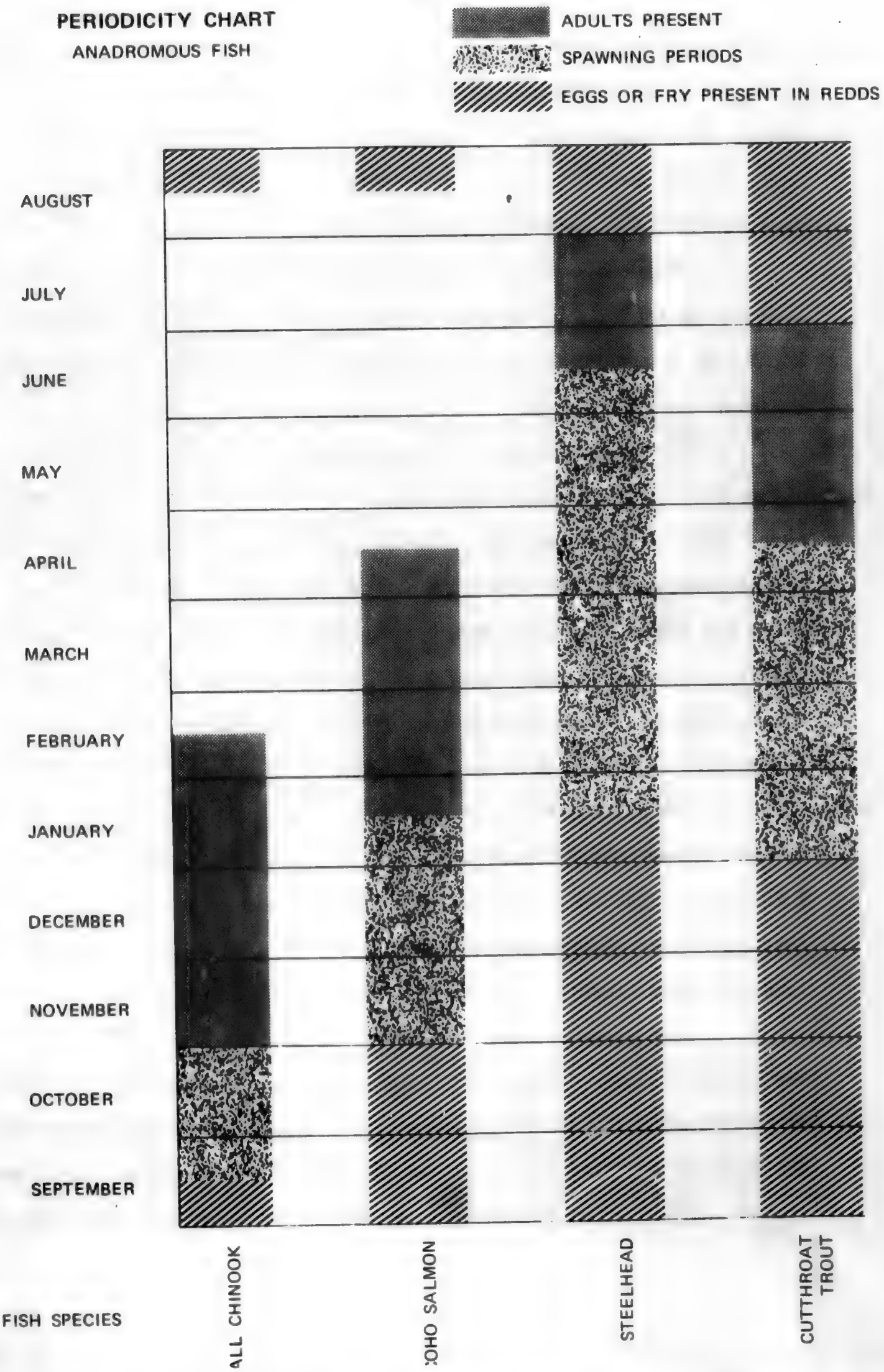
Winter steelhead, sea-run and resident cutthroat trout and coho salmon frequent the Scappoose Creek system (see Periodicity Chart, Figure 8). Fall chinook journey up the main stem of Scappoose Creek only, stopping where the creek forks (approximately 1,600 feet east of U.S. 30). Fish food organisms and other aquatic organisms are abundant in this system.

Bank erosion appears to present a problem at several locations in the Scappoose Creek system, particularly near the project area, on both the north and south forks. The southwest bank of North Fork Scappoose Creek at the Route 30 crossing has been riprapped several times because of stream erosion. Also, embankments along the South Fork Scappoose Creek between the

FIGURE .

PERIODICITY CHART

ANADROMOUS FISH



Route 30 crossing and Vernonia Road (where the stream channel is proposed for modification) is eroding and is cutting into a restaurant (the Cinnamon Tree) parking lot.

Honeyman Creek may have a significant sewage problem. Furthermore, it has elevated levels of nitrates and phosphates and has the common problem of high temperatures and low flows in summer months. These occurrences probably stem from agricultural operations in the area. No water quality data are available on Warren Creek and the unnamed drainage, although stream cover appears to be adequate on both.

All these creeks harbor a variety of "trash" fish species such as suckers and shiners and a few warmwater fish species near their mouths. Also, both sea-run and resident cutthroat trout are probably found in these streams except in those areas where impediments to fish passage exist.

Scappoose Bay has had, and apparently still has, serious pollution problems. Old (1966) data indicate serious sewage pollution of this water body. During the rainy months, a fair amount of clean water enters the bay via Scappoose Creek, and lesser amounts enter from smaller creeks. In the summer months, however, input from the creeks is slight, and much water is lost by evaporation. Nevertheless, anadromous fish do successfully pass through the bay, and warmwater sports fishery currently exists. However, during the summer, water temperatures in Scappoose Bay are usually too warm for salmonid fish. At times, even warmwater and nonsport fish are killed by lack of oxygen.

Wildlife

For the purposes of investigating terrestrial biology in the project area, a zone one mile wide and 5.1 miles long from the centerline of the new alignment was defined. The area itself is of low relief and is for the

most part cultivated. However, immediately to the west, the ground rises steeply into the timbered hills characteristic of Oregon's Coast Range.

Surface drainage is toward the north and east into the Columbia River through permanent swamps and marshes. Lands which lie east of the existing highway are more poorly drained than those to the west. This fact is reflected by the numerous marshes occurring well within cropland. In addition, zones of wetland vegetation commonly encircle the marshes. Seasonal marshes are also found west of the existing highway. However, drier conditions have resulted in the clearance of previous marsh vegetation, allowing lowlands to be cultivated. The wetland system of the Lower Columbia River, which undergoes a transition from permanent areas of open water to small temporary ponds found in nearby agricultural lands, is extremely important habitat for waterfowl, marshbirds, shorebirds, and furbearers. Because of this value and the ease with which wetlands may be destroyed, such land has been classified as "Critical Wildlife Habitat" in Oregon (State of Oregon/Battelle Northwest Institute, Oregon Areas of Environmental Concern, 1973).

Among "Critical Wildlife Habitat" areas are the riparian lands of the Columbia River. These are so designated because of the large number of waterfowl, waterbirds, shorebirds, and aquatic mammals that depend on river shoreland for their survival. Two shoreland species are presently considered "endangered"--the Aleutian Canada Goose and the Columbia White-tailed deer; neither is known to occur within the limits of the project, although portions of the area contain habitat suitable to either species.[13]

[13]"The Western Hemlock Forest Zone" of Franklin and Dyrness, 1973.

Vegetation cover within the project area is dominated by cultivated species (pasturage, hayfields and grass lawns) with only minor amounts of woodland, riparian woods and brush, or brush. The dominance of cropland[14] which is periodically harvested, mowed or grazed results in simplistic habitat in which the number of species is limited (see Appendix B). Animal life common to the area is summarized in Appendix B. Because the cropland is rather uniform and pervasive (lacking in extensive cover), variations such as a stand of trees, a patch of brush, or the brush and weeds bordering a ditch or stream have a value to wildlife greater than the amounts of land area they occupy.

The proposed right-of-way, exclusive of adjoining county roads, measures approximately 150 feet wide and 27,000 feet long, totaling about 93 acres. Within this area, closely cropped grassland (mowed, grazed or harvested) and old roadway comprise over three-quarters of the ground cover of the total area (Table 6). Cover for wildlife activities is very limited.

Although cropped grassland produces considerable amounts of food in terms of both plant materials and insects, cropping reduces the value of such area to wildlife species. Many of the more conspicuous animal species in the area require nearby cover to feed in open grasslands. Cover which is suitable for these species is limited (approximately one-fifth of the total) and occurs in the form of five riparian brush and/or tree zones which cross the right-of-way and in a narrow strip of trees, brush, and unmowed grasses lying between the existing highway and the railroad embankment to the east.

[14]Technically, cropland is classified as graminoid cover, a term which refers to grasses and grass-like forms (e.g., brushes and certain sedges).

TABLE 6

A. Vegetation Cover Types in Right-of-Way

Total Acreage of Right-of-Way		93 acres
Old Road	18 acres	19%
East of Old Road:		
Brush Strip	7.8 acres	8%
Wild Grassland	10.7 acres	12%
West of Old Road:		
Mixed Brush	1 acre	1%
Riparian Brush and Trees	1 acre	1%
Cropped Grassland	54.5 acres	59%
	93.0 acres	100%

B. Comparison of Vegetation Cover Classifications to Total Vegetated Area

Total Vegetated Area	75.5 acres
Riparian Brush and Trees	2%
Brush Strip	10%
Unmowed Grass	14%
Mowed Grass	72%
Mixed Brush	2%

ENVIRONMENTAL IMPACTS

Introduction

What follows evaluates the environmental impact associated with the downscoped design proposal. These impacts closely approximate those attributable to the roadway itself as originally designed. Lastly, the potential environmental impact resulting from the no-build condition is evaluated.

Build Alternative

Cultural Environment

Transportation

Traffic along the Warren-Scappoose Unit of U.S. 30 is expected to grow at an annual rate of 4.6 percent through 1994. Thus, the 1974 average daily traffic (ADT) load of 8,800 vehicles is expected to reach approximately 16,800 by 1994--an increase of 91 percent. The design capacity of the existing two-lane facility (7,200 ADT), will be greatly exceeded by 1978-1980, given the current trend. By that time, traffic should average about 10,000 to 11,000 vehicles per day, with weekend peaks reaching 12,000 to 13,000 vehicles. Should these traffic volumes be realized, transportation along the subject section will be characterized by major congestion at peak hours, markedly slower traffic speeds, and increased accident rates.

The proposed four-lane expansion would more than double the existing capacity of the Warren-Scappoose Unit. This substantially increased capacity (design capacity of 16,100 ADT at level of service "B") would result from vastly improved passing opportunities and the continuous

turning median and paved shoulders. These features would function to remove most turning vehicles from the main stream of traffic. Vehicle speeds approaching the posted limit of 55 miles per hour (except the portion inside the city limits of Scappoose) should be attainable under these conditions. Moreover, the enlarged capacity should allow for near-optimum transportation service through 1994. The following table summarizes transportation conditions, given the existing two-lane versus the proposed four-lane facility.

TABLE 7

COMPARATIVE TRANSPORTATION SERVICE
PROVIDED BY TWO DESIGNS

	1974	1978	1982	1986	1990	1994
Average Daily Traffic*	8,800	10,400	12,000	13,600	15,200	16,800
2-Lane Level of Service	Fair	Poor	Very Poor	Failure	Failure	Failure
4-Lane Level of Service	Excellent	Excellent	Excellent	Excellent	Excellent	Very Good

*Assumes 4.6 percent growth rate/year.

Another benefit that should materialize as a consequence of the four-lane design proposal is a reduced accident rate. As discussed in the "Existing Environment" section, 56 percent of the reported accidents occurring between project termini (1972, 1973 and 10 months of 1974) were attributable to passing or turning movements. Since conditions for these vehicular movements will be significantly improved, it is expected that the accident rate will be noticeably reduced.

Business Displacement and Relocation

Implementation of the proposed improvement will require the displacement of all or part of 14 businesses. In addition, the project will require the removal of two abandoned business sites. The locations of these properties are shown in Figure 9.

Within the town of Warren, four businesses would be displaced. Discussions with members of the County Planning Department indicate that these businesses could relocate within Warren. A saddle and leather shop near Tarbell Road is located in a residence. County planners believe that the proprietor will be allowed to continue operations on adjacent property. A combination grocery and gas station located near Harry West Road can relocate on the remainder of the property. However, the county planners would prefer relocation within Warren. A wrecking yard south of the combination grocery and gas station would be only marginally affected by the widening of the highway. Requirements for right-of-way will not require them to discontinue operations. Right-of-way requirements would also remove a 600-square-foot office building and watchman's trailer used by a lumber operation (stud mill). The mill should be able to continue operations on this site.

Near the intersection of the Scappoose-Vernonia and Columbia River highways, six businesses would be displaced. Their locations are shown in the inset on Figure 9. There are about 50 acres zoned industrial adjacent to these businesses. It is possible for all these businesses to relocate on this adjacent property.

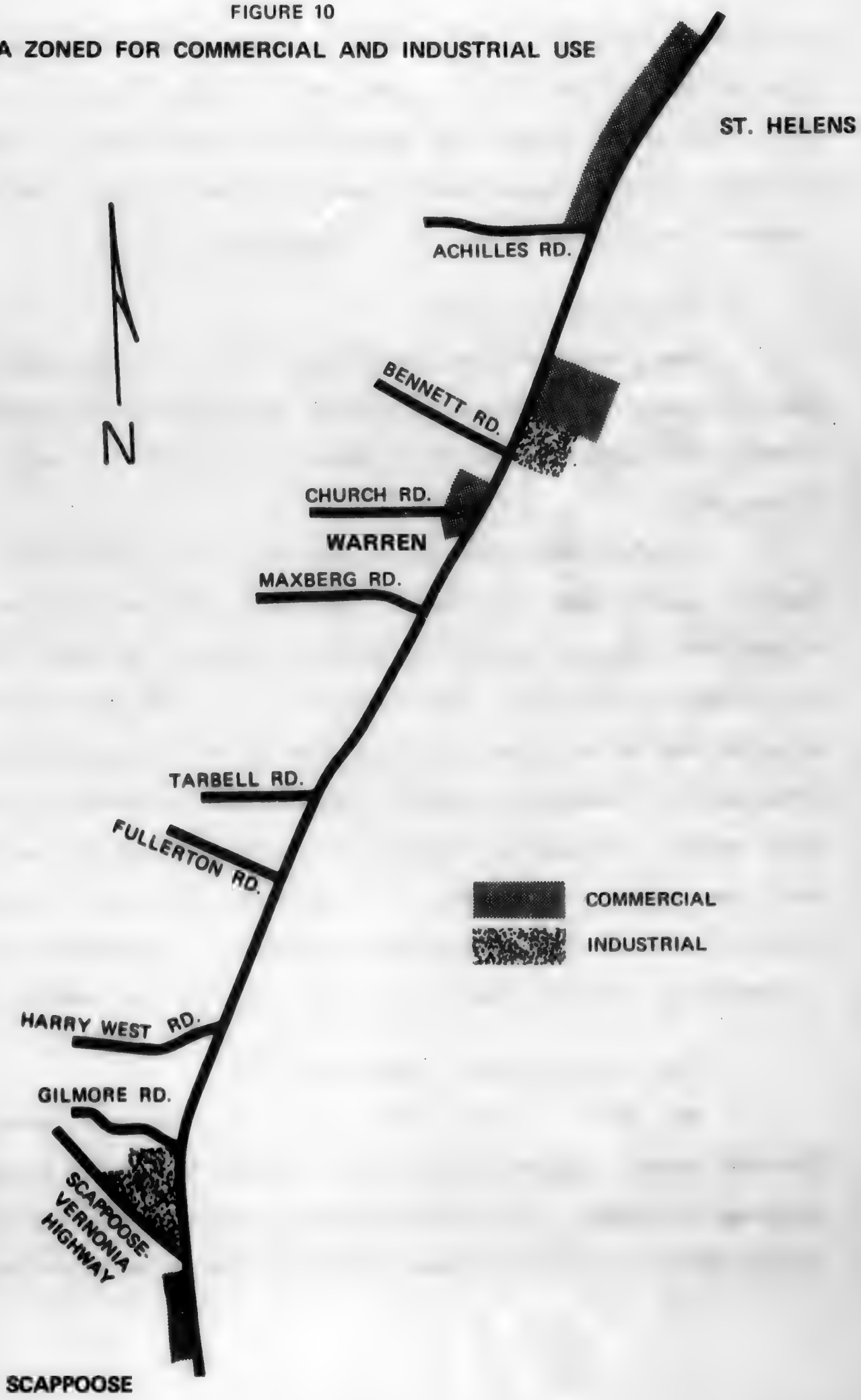
Figure 10 shows land zoned commercial and industrial where displaced businesses could relocate (commercial establishments can relocate on land zoned industrial, although not vice versa). There is a commercial area on the

FIGURE 9

BUSINESS SITES WITHIN RIGHT-OF-WAY AREA

FIGURE 10

AREA ZONED FOR COMMERCIAL AND INDUSTRIAL USE



west side of the highway north of Achilles Road, industrial and commercial sites on the east side of the highway north of Bennett Road and a commercial site in the center of Warren on the west side of the highway. Commercial property also exists in Scappoose and industrial property occurs between the Scappoose-Vernonia and Columbia River highways.

Residential Relocation

The proposed highway improvement requires the displacement of seventeen residences. Of this number, sixteen are presently single-family dwelling units that are either rented (8) or owned (8); one unit is a mobile home (Figure 11).

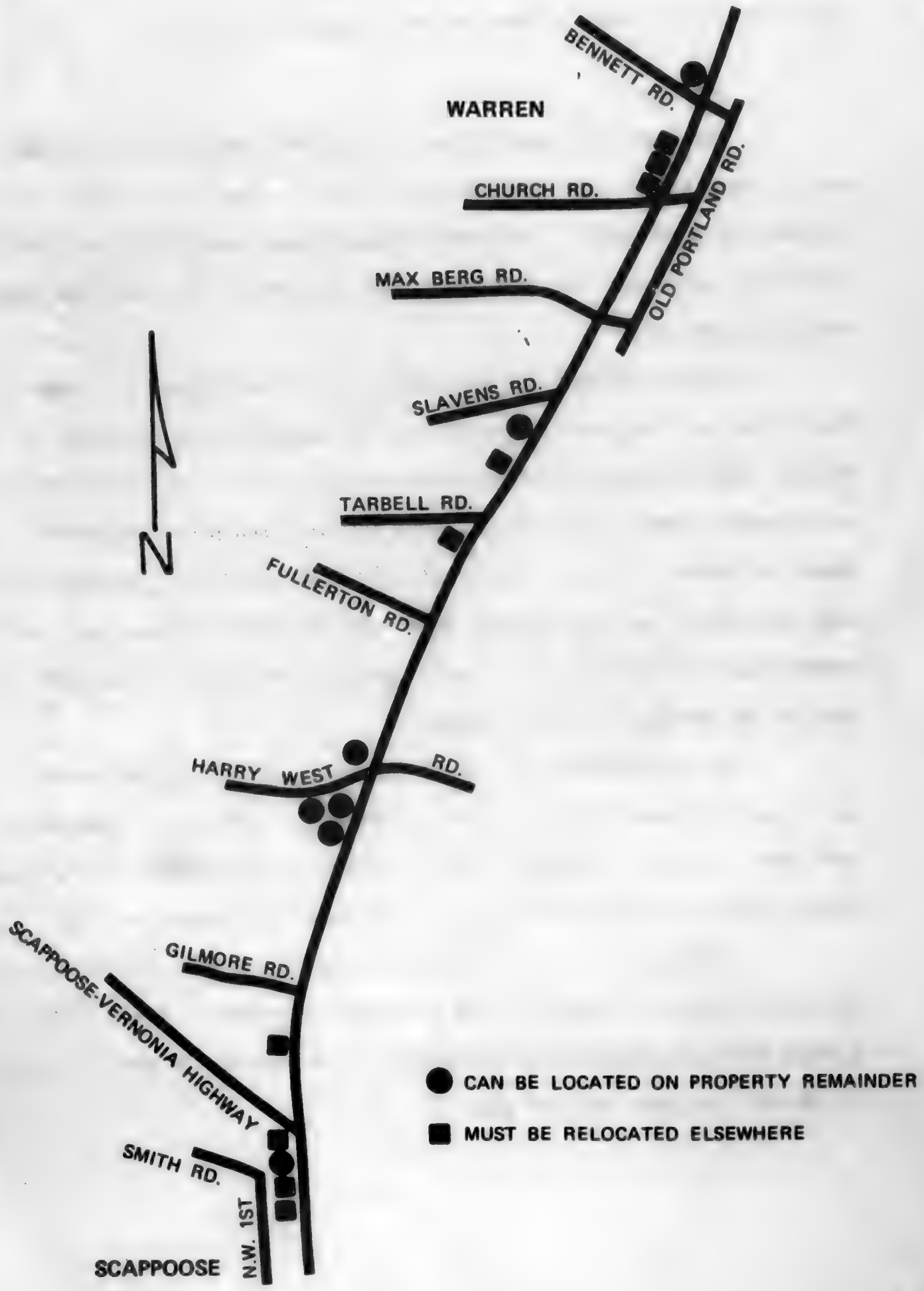
To ascertain whether the relocation of the affected individuals and families can be accomplished without causing extraordinary problems, the Highway Division has contacted all those affected and has also conducted a replacement housing study. These efforts have revealed that most of the affected families and individuals feel that their needs can be satisfactorily accommodated if relocation housing is available. The availability of decent, safe, sanitary and comparable housing is confirmed in the replacement housing study (see results of this study in Appendix E). Most of this housing is within a radius of three miles of the project area. Relocation of existing residences on remainder property will also be possible in several cases.

Tax Loss From Right-of-Way Acquisition

As a result of right-of-way acquisition, there will be approximately $355,000 removed from the tax base. This initial loss should be moderated as displaced business firms relocate within the county. Relocation of these firms is expected to result in increased property values at new sites--thereby

FIGURE 11

RESIDENCES WITHIN RIGHT-OF-WAY AREA



offsetting a portion of the diminished tax base. If, as expected, most of the displaced firms relocate in Warren or Scappoose, then the tax base of these communities will benefit from business relocation activity.

Land Use

The increased capacity associated with the proposed highway improvement is expected to make the area north of Scappoose more attractive for residential development. Residential development experienced in Scappoose during the sixties will continue northward into St. Helens, if water and sewer services are provided.

The development process, however, is constrained by several factors. Two of the more important of these are the comprehensive planning for the area and the lack of public services--particularly sewers. As noted earlier, there are no sewer lines in the project area (outside Scappoose and Warren), nor are there any current plans to construct them. In addition, the comprehensive plan designates the area outside the towns as rural in character. Hence, under present conditions, only rural-density development is planned to occur outside the boundaries of the towns.

The availability of industrial sites both along the Columbia River and inland will encourage industrial expansion. Industrial location is dependent upon a variety of factors, one of which is transportation. By itself this project will encourage little or no industrial expansion.

Commercial buildup of the land immediately adjacent to the highway is not anticipated as a result of the proposed improvement, since county policy opposes roadside commercial development and has zoned the area for rural-residential and agricultural use.

Air Quality

Table 8 includes a summary of total air pollution emissions for both the "build" and "no-build" alternatives for the years 1978, 1980, 1984 and 1994. The annual emissions of the four major automotive pollutants (carbon monoxide, hydrocarbons, nitrogen oxides, and lead) were derived from data including average daily traffic volumes, travel speeds, truck mix and the length of the project road section.

The total emissions summary indicates that both the build and no-build alternatives would have lower pollutant levels in the future, compared to the existing condition. Both alternatives were assumed to have identical traffic volumes and travel speeds through 1980, and therefore differences in total emissions were not obtained. The effects of increased traffic volumes during this period are more than offset by the increasingly greater use of vehicles with emission control equipment, which will result in significant reductions of all pollutants. After 1980, traffic congestion on an unimproved facility would result in lower travel speeds and a slower rate of reduction of carbon monoxide and hydrocarbon emissions. It is predicted that, by 1994, for the build alternative, all pollutants except carbon monoxide will increase slightly, as traffic growth surpasses gains made by emission controls; however, this increase is not considered significant.

A computer model was used to predict carbon monoxide concentrations adjacent to the roadway.[15] The maximum roadway concentrations of carbon monoxide were predicted as follows:

[15] Systems, Science and Software, The S^3 EXPLOR Code.

TABLE 8

TOTAL EMISSION SUMMARY*

Year	Alternate	Carbon Monoxide Tons/year	%	Hydrocarbons Tons/year	%	Nitroge Tons/ye
1975	Existing	640.25	100	130.74	100	103.65
1978	Build	465.28	73	74.59	57	99.98
	No Build	465.28	73	74.59	57	99.98
1980	Build	316.50	49	52.54	40	82.70
	No Build	316.50	49	52.54	40	82.70
1984	Build	237.69	37	42.87	33	67.25
	No Build	259.27	40	46.21	35	64.47
1994	Build	223.51	35	47.30	36	71.78
	No Build	266.06	42	56.02	43	66.52

Source: Oregon State Highway Division, Environmental Section

*Percentages are relative to existing conditions.

TABLE 8

TOTAL EMISSION SUMMARY*

Alternate	Carbon Monoxide Tons/year	%	Hydrocarbons Tons/year	%	Nitrogen Oxides Tons/year	%	Lead Tons/year	%
Existing	640.25	100	130.74	100	103.65	100	1.89	100
Build	465.28	73	74.59	57	99.98	96	1.87	99
No Build	465.28	73	74.59	57	99.98	96	1.87	99
Build	316.50	49	52.54	40	82.70	80	1.70	90
No Build	316.50	49	52.54	40	82.70	80	1.70	90
Build	237.69	37	42.87	33	67.25	65	1.62	86
No Build	259.27	40	46.21	35	64.47	62	1.46	77
Build	223.51	35	47.30	36	71.78	69	1.81	96
No Build	266.06	42	56.02	43	66.52	64	1.46	77

Source: Oregon State Highway Division, Environmental Section

es are relative to existing conditions.

TABLE 9

MAXIMUM ROADWAY CONCENTRATION FOR CARBON MONOXIDE (mg/m^3)*

Year	Build Alternative	No-Build Alternative
1978	12.6	18.2
1980	8.0	10.9
1984	6.9	9.7
1994	6.6	9.8

Source: Oregon State Highway Division, Environmental Section.

*Assuming: (1) a one-mile per hour wind at a 76-degree angle to the roadway (southeast); (2) a Pasquil stability class F (strong, surface based inversion); and (3) an eight-hour background concentration of 3 mg/m^3.

The above values are based on eight-hour average traffic volumes and are applicable to the eight-hour standard of 10 mg/m^3. In 1978, the standard would be exceeded out to approximately 60 feet from the proposed right-of-way boundary for the "build" alternative and 280 feet for the "no-build" alternative. No violation off the right-of-way would be predicted in any subsequent year for either alternative. It should be noted that, due to a lack of information, the underlying assumptions used in this analysis are extremely conservative, and it is therefore unlikely that violations off the right-of-way would occur in any year for any alternative. Using peak-hour traffic volumes and addressing the one-hour carbon monoxide standard of 40 mg/m^3, concentrations of less than 25 percent of this standard would be predicted for the right-of-way line.

Noise

Noise can be defined as unwanted sound or sound that lacks meaningful information. The term "noise," therefore, describes both physical (sound) and psychological (the "unwanted" component) phenomena. Acousticians have developed a sound pressure level descriptor (a decibel-"dBA"), which is believed to best measure the effects of traffic noise on humans. To describe

fluctuations in noise levels throughout the day, a frequency descriptor called "L_{10}" has been adopted by the Federal Highway Administration. The term "L_{10}" is defined as that noise level exceeded only 10 percent of the time. The L_{10} level is influenced most greatly by heavy trucks, which tend to have the highest peak noise levels. The Federal Highway Administration has adopted a set of noise level guidelines which should not be exceeded, if possible, for specific categories of land use. These are summarized on the following page.

The proposed widening of the existing two-lane roadway of the Warren-Scappoose Unit to four lanes will decrease the distance separating travel lanes from adjacent development. Since such a change will necessarily affect noise levels experienced by individuals living, working, or attending schools adjacent to the existing facility, an acoustical study was undertaken to document predictable changes in noise. Noise receptors in the project area most sensitive to traffic noise include numerous roadside residences and two schools. Both land uses have the same noise level guideline of L_{10} 70 dBA (exterior).

A computer model was used to predict noise levels generated by traffic in 1974 (the most recent year) and to project noise levels on the Warren-Scappoose Unit of U.S. 30 by 1994. Traffic variables used in this model are summarized in the Appendix C, "Warren-Scappoose Unit Traffic Data." The results of the computer predictions are summarized in Table 10.

DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	—	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U.S. Dept. of Transportation, Federal Highway Administration, PPM 90-2, Noise Standards and Procedures (Transmittal 229, Feb. 8, 1973).

TABLE 10

DISTANCE OF NOISE CONTOURS FROM COMMON CENTERLINE (C): No-Build vs. Build

Noise Level L_{10} 70 dBA				Noise Level L_{10} 65 dBA			
-1974- (Distance from ℄)		-1994- (Distance from ℄)		-1974- (Distance from ℄)		-1994- (Distance from ℄)	
No-Build	Build	No-Build	Build	No-Build	Build	No-Build	Build
150'	170'	280'	206'	260'	296'	520'	376'

The distance of noise contours from the roadway is largely similar for most locations along the alignment. Numbers appearing in the table represent the distance from a common reference point (in this case, the existing roadway centerline) at which the L_{10} 70 dBA and L_{10} 65 dBA noise contours lie, given the conditions of build (the proposed improvement) and no-build (the existing alignment).

The immediate impact of the proposed four-laning would be to shift the L_{10} 70 dBA contour about 20 feet further into adjacent land. This extension would subject three additional homes and the Warren School to noise levels approximating L_{10} 70 dBA. Since the existing L_{10} level at these receptors is just under 70 dBA (69 dBA), the increased noise should go unnoticed.

As evidenced in Table 10, by 1994, noise generated by traffic under no-build conditions is expected to greatly exceed noise emanating from the proposed facility. This is attributed to the forced flow traffic conditions that are predicted to characterize the roadway if unimproved. Although a comparison of build L_{10} 70 dBA contours for 1974 and 1994 also shows that the 1994 noise levels will increase, the higher noise level would be markedly less than the no-build level. It is expected that the existing L_{10} 70 dBA level

COMMON OUTDOOR NOISE LEVELS	NOISE LEVEL (dBA)	COMMON INDOOR NOISE LEVELS
	110	Rock Band
Jet Flyover at 1000 ft		
	100	Inside Subway Train (New York)
Gas Lawn Mower at 3 ft		
	90	Food Blender at 3 ft
Diesel Truck at 50 ft		Garbage Disposal at 3 ft
Noisy Urban Daytime	80	Shouting at 3 ft
Gas Lawn Mower at 100 ft	70	Vacuum Cleaner at 10 ft
		Normal Speech at 3 ft
Commercial Area Heavy Traffic at 300 ft	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Small Theatre, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
	30	Bedroom at Night
Quiet Rural Nighttime		Concert Hall (Background)
	20	Broadcast and Recording Studio
	10	Threshold of Hearing
	0	

COMMON INDOOR AND OUTDOOR NOISE LEVELS

under no-build conditions would increase to 78 dBA by 1994 in comparison to 72 dBA given build conditions. The immediate adverse impact of moving travel lanes nearer to noise receptors is therefore only temporarily avoided by the no-build alternative.

In absolute terms, the adoption of the no-build option would result in the most adverse noise impact. In the long term, noise levels generated under build conditions would still exceed present levels, but not by more than 2 dBA at the existing L_{10} 70 dBA contour.

The nearest walls of two schools in the project area lie 236 feet (Seventh Day Adventist) and 164 feet (Warren) west of the existing highway centerline. At the Seventh Day Adventist School, the L_{10} 70 dBA contour currently lies approximately 86 feet east of the school building. Only in the case of the no-build alternate in 1994 is the sound level at the school predicted to exceed L_{10} 70 dBA. Noise levels attributable to the proposed project are not predicted to increase by more than 1 dBA. This increase would not subject the school building to noise levels equaling or exceeding L_{10} 70 dBA.

At the Warren School the L_{10} 70 dBA contour is predicted to overlap the eastern portion of the school building as an immediate consequence of the proposed project. This section of the building is currently used as a storage room. In addition, the wall facing the road is of solid brick construction. A wall of this composition would normally cause a sound transmission of about 45 dBA. Adjacent walls are also of brick construction, but include a large portion of windowed area subject to "flanking" sound intrusion. Noise levels caused by such an angular sound wave tend to diminish inside the walls due to deflection. Noise levels entering classrooms from the highway have not as yet been measured.

Future noise levels at Warren School are predicted to be significantly higher under the "no-build" condition (approximately L_{10} 78 dBA). Build condition levels are also expected to increase (L_{10} 72 dBA), but significantly less than the increase for the no-build. Therefore, regardless of the road design, it appears that possible noise abatement methods should be investigated. Preliminary investigations have shown that partial noise abatement could be provided at the Warren School site for an estimated $32,000, compared to a full abatement cost of about $52,000. Partial abatement refers to construction of an eight-foot high barrier fronting on the school property and extending about 130 feet westerly along Berg Road. Full abatement would extend the barrier another 240 feet along Berg Road and 270 feet along the northern boundary of school property. If a decision is made to abate noise at the Warren School site, a comprehensive acoustical investigation will be required to more precisely define noise abatement requirements.

There appears to be no economical means of noise abatement at impacted residences. Moreover, the practicability of doing so may be debatable, since the absolute increase in noise as a result of implementing the proposal should not be perceptible.

Natural Environment

Geology

Some minor deviations from the American Association of State Highway and Transportation Officials (AASHTO) and state recommended standards will be necessary in some cut and fill slopes, and possibly in the grades on some public road connections. (See Appendix A for standards.)

Foundation problems are not expected in constructing an embankment, having a maximum height of 12 feet, in the low, poorly drained area between Stations 1105+50 and 1113+00. The top two feet or more of the site

is a soft, saturated clayey silt resting on an impermeable clay. Plans call for draining the work area, removing most, if not all, of the soft material, and then constructing the embankment.

Since subsurface water is temporarily perched and therefore migrates slowly down to the regional water table, there is little chance that any contamination of the water table or wells using this water will occur from roadway sources. Roadway contaminants are generally confined to surface layers in any case. Turbidity in the subsurface waters may rise temporarily, but it is very unlikely that the regional water table will be at all affected. Although the highway right-of-way crosses a small septic tank drainage field at the Warren School, effluent from the area will be rerouted to a larger field.

No construction problems are anticipated from the near-surface water. Liming of the subgrade to partially cement and seal it, along with proper drainage, is expected to adequately control most water problems.

Construction activities are not expected to adversely affect the quality of the groundwater body because of the semi-impermeable and filtering effect of the underlying rock materials. All precautions, however, will be made to prevent the spilling, dumping, or dissemination of polluting materials.

A marshy area is located near the south end of the project from Station 1105+50 to near Station 1113+00. This marshy condition extends westward a considerable distance between Gilmore Road and North Scappoose Creek. It appears that the highway right-of-way portion can be adequately drained southward into North Scappoose Creek at Station 1115+00.

No particularly weak soils were encountered in the 15 test borings made along the alignment.[16] In addition to boring test holes, probing was

[16]Weak soils are defined as those with poor supportive strength, e.g., silt, which is difficult to compact.

done in the creek bottoms. This investigation revealed from 3 to 4 feet of loose sand and gravel overlying firm material. No problems, therefore, are expected in extending culverts located in proximity to Stations 925+00, 1013+00, and 1045+00. Culvert extensions will be overlaid with fills of 22 feet, 20 feet, and 30 feet thick, respectively.

It is estimated that excavations will supply approximately 222,200 cubic yards of the 290,700 cubic yards needed for fill material. The additional 68,500 cubic yards will be obtained from borrow sources, possibly those located near the south end of the project.

Approximately 154,650 cubic yards of aggregate will be required to produce an estimated 170,000 tons of plant mix stone base, 73,200 tons of cement treated base, and 66,100 tons of asphaltic concrete. Total tonnage is 390,300 tons.

Because of the prevalence of commercial aggregate and borrow sources in the area (see Appendix A: "Material Sites"),a mandatory site will not be supplied. If the source of aggregate and borrow is a commercial operation, the pit owner is responsible for reclamation work as specified in the permit to operate.[18] However, if the contractor furnishes the source of aggregate and/or borrow, Section 106, Part 106.05 ("General Requirements Concerning Sources of Borrow and Aggregate") of the Oregon State Highway Division's Standard Specifications for Highway Construction will apply. This section has been supplemented to include the following provisions regarding contractor furnished sources:

[18]Commercial operators are required under ORS 517.750 to obtain a Surface Mining Permit from the Oregon Department of Geology and Mineral Industries. The statute requires that a proposed reclamation plan be submitted and approved prior to issuance of the permit.

"(a) The contractor has furnished to the engineer a copy of an approved permit from the Department of Geology and Mineral Industries as required under ORS 517.790.

(b) The contractor has furnished to the engineer a copy of an approved permit from the Division of State Lands as required under ORS 541.620.

(c) The contractor has furnished to the engineer a copy of an approved land use permit from the local agency or agencies having jurisdiction over land use in the area.

(d) The contractor has furnished to the engineer a proposed plan for his operation in and reclamation of the source, and has received the approval of this proposed plan from the State Highway Division. This proposed operation and reclamation plan must address itself to the following:

(d-1) The contractor's proposed starting date for work in the source and his estimated date for completion of reclamation work in the source.

(d-2) The kinds and amount of equipment he plans to use in his work in the source.

(d-3) His plans for temporary stockpiling of materials.

(d-4) The construction, maintenance and disposition of haul roads.

(d-5) The disposition of clearing and grubbing debris.

(d-6) The disposition of overburden, rejects, excess materials or other by-products.

(d-7) The plans for temporary erosion control and abatement of pollution.

(d-8) The contour of the area after the removal of materials and reclamation work has been completed.

(d-9) His plans for planting, seeding and mulching of disturbed areas.

(d-10) His plans for visual screening of landscape scars.

(d-11) The approval of owner of the property, if other than the contractor, for the contractor's proposed plans for the implementation of the requirements set forth in subparagraphs (d-1) through (d-10) above.

The criteria for the approval or disapproval of the contractor's proposed operation and reclamation plan, as above required, will be whether or not the contractor's proposed plans are in conformance with the intent and spirit of all laws, statutes, ordinances, rules and regulations covering the protection of the environment, as interpreted by the State Highway Division."

The contractor will not be permitted to start any work in nor will any materials be accepted from a contractor furnished source until all of these requirements have been complied with.

Aquatic Environment

A channel change of approximately 250 feet is proposed for South Fork Scappoose Creek extending upstream from the Route 30 bridge. This change is necessary to replace the existing bridge with a four-lane structure. The proposed straight-line (tangent) design will eliminate one existing meander. Considerable temporary turbidity and bottom disturbance will result during excavation of the new channel and fill of the old one. Further, dissolved oxygen levels will be temporarily depressed downstream. Streamside vegetation will be destroyed (temporarily causing further rises in water temperatures), and the old channel will be permanently removed as aquatic habitat. Alteration of physical conditions--which, for instance, cause the loss of intermittent pools and riffles--and replacement of undercut banks and streamside vegetation with riprap, will make the channel change area less desirable as aquatic habitat for most species. Consequently, the aquatic productivity of this section could drop for an extended period. However, a number of measures will be taken to minimize the adverse consequence resulting from channelization and from the proposed channel change (see "Steps Taken to Minimize Adverse Impacts," hereafter referred to as "Steps Taken").

Adverse effects of culvert extensions on Honeyman and Warren Creeks and on the unnamed creek will be temporary except at the area of stream that will be replaced by culvert and permanently removed as productive aquatic habitat. Downstream turbidity and depressed oxygen levels caused by construction will occur at a time when these streams have low flows and high temperatures, will put organisms there under additional stress, and will further degrade water quality. However, these effects will be limited to the construction period only.

Widening of the North Fork Scappoose Creek structure crossing will produce temporary water quality effects during construction. Very little streamside vegetation will require removal, as little now exists. Excavation of the stream bottom for additional pier space or for new piers will create a temporary downstream turbidity zone. A small amount of stream bottom will be permanently removed for the placement of bridge piers. Additional riprap will be required on the southwest bank of the creek next to the existing bridge.

The proposed highway does not directly impinge upon the 100-year flood plain at any point.

Some roadway drainage (containing oils, petroleum products, trace metals, etc.) which enters surface waters via highway drainage ditches will ultimately enter Scappoose Bay. Both tributary creeks and Scappoose Bay will be affected by these pollutants, although to a smaller degree in the bay, of course, because of its larger size and greater distance from the highway. The long-term effects of roadway runoff and its constituents on the aquatic community are relatively unknown, although it seems clear that those effects are negative. Every effort will be made to minimize the quantity of roadway pollutants entering the stream (see "Steps Taken"). Precautionary measures will be taken to minimize unduly negative effects on resources in Scappoose Bay or its tributary creeks.

Erosion of sedimentary materials from fill slopes will occur, and a portion of these materials will enter surface waterways and create turbidity and bottom siltation. These occurrences will be temporary, however, and minimized by erosion control measures. Since the lower four miles of Scappoose Creek and one to two miles of the other creeks are mud-bottomed, as is the

whole bottom of Scappoose Bay, a moderate amount of additional silt entering these waterways should not significantly reduce the quality of aquatic life. However, the quantity of sediment materials and associated pollutants entering surface waterways will be minimized, and several methods proposed to do so are discussed under "Steps Taken."

Even though stream channelization could have substantial negative impact on the aquatic community, it would have the positive effect of property protection. A restaurant located north of the channel change area has lost a portion of its parking lot through bank erosion at its northwest corner. Channelization and riprap of the north bank will help to prevent this erosion.

Angler access to the North Fork Scappoose Creek will be much improved through a joint effort by the Highway Division and Oregon Wildlife Commission, whereby parking facilities and bank fishing access will be created.

Wildlife

Approximately 8 acres of brush and scattered trees and 11 acres of unmowed grass and forbs located between the existing highway and the railroad embankment will be removed by clearing and earthmoving operations. A portion of this area will be permanently buried by roadbed. The remaining strip will be too narrow for trees and brush to reestablish naturally. Vegetation within this strip is more valuable than its location might suggest. The brush and unmowed grasses and forbs provide cover that allows birds to feed freely in adjacent grasslands. Permanent removal of this cover will reduce the population of these birds locally. In addition, diminished bird numbers will lead to reduced insect predation during spring and summer causing a local effect on the animal community. Resultant ecological changes, however, should be minor, and for all practical purposes, may not be detectable.

No-Build Alternative

The primary benefit derived from the option of maintaining the existing facility in its present state is that of resource conservation. In this case, resource conservation pertains to both natural (soil, gravel, vegetation, animal life, etc.) and has human-made (homes, businesses, asphalt, etc.) resources no longer necessary for utilization in the immediate future (several years) for transportation purposes. For resources within existing highway right-of-way, future uses would be limited to transportation. Such use would probably be forestalled for a number of years since currently obligated funds would be transferred to other projects. Resources outside existing right-of-way, however, can be utilized in a variety of ways over which the Highway Division has little control (except for road approaches). Therefore, conservation of these resources cannot be assured for any period of time.

The most obvious adverse consequence under the no-build condition would be the progressive deterioration of service to road users. These adversities are elaborated under "Transportation" in this section. Indirectly, inferior transportation service would also affect the relative desirability of the Scappoose-St. Helens area as a place to live and work for individuals and families. In the long run, potential development of industries dependent on highway transportation would be relatively less desirable in and north of St. Helens.

Another adverse effect of the no-build condition would be the increased probability of traffic accidents. While it is impossible to predict the magnitude of such an increase, accident rates are expected to increase, commencing about 1978.

THE RELATIONSHIP BETWEEN SHORT-TERM USE OF THE HUMAN ENVIRONMENT AND LONG-TERM PRODUCTIVITY

The conversion of existing resource uses to a transportation function, as proposed in this project, is expected to confer a long-term transportation benefit to users of the 5.1-mile Warren-Scappoose Unit. The major transportation gain would stem from the increase in vehicular capacity (7,200 ADT to 20,000 ADT at level of service "B"). Increased vehicular capacity will, in turn, reduce travel time and improve safety on the subject road unit.

It is not expected that the proposed improvement will perceptibly alter the future rates of development or patterns of land use. The major factor limiting changes in land-use is the availability of public water and sewer services. The current lack of these services should prevent accelerated land development from occurring in the near term. Moreover, the form and concentration of future land use will be guided by the comprehensive plan in effect for the area.

The removal of homes, businesses, and land for the purposes of highway right-of-way will reduce the current taxable base. This direct reduction will be moderated through time as business firms and individuals relocate within the county and as the area develops. However, if tax revenues are to be maintained at the existing level or increased in the future, tax rates will necessarily be higher because of the diminished tax base.

The removal of soil, grass, trees and brush of local biological importance will precipitate changes in the biotic community of the project area. These effects primarily result from diminished riparian brush and tree habitat zones adjacent to the existing roadway.

Local bird populations dependent upon this habitat can be expected to decrease; resultant ecological effects should be minor in magnitude and difficult to detect by humans.

Aquatic life will be adversely affected in both the short and long term by construction requirements of the proposed project. Short-term effects will result from construction activities required to widen existing structures crossing creeks and to extend culverts. These effects include temporary turbidity and bottom disturbance and lower dissolved oxygen levels in the affected areas. The straightening of the meander on the South Fork of Scappoose Creek will have a long-term effect on the natural quality of the stream, since the existing habitat can never be fully duplicated. However, the long-term significance of this change is modified by the fact that the creek is mud-bottomed, which reduces its significance as aquatic habitat.

Although the proposed rechannelization of the creek will have adverse consequences for aquatic organisms in the long term, adjacent properties should be benefited, as the incidence of bank erosion will be decreased. In addition, the proposed extensions of existing culverts can potentially result in improved conditions for the passage of fish.

Either the build or no-build alternative would be characterized by improved air quality in future years, compared to the existing conditions. Emission control equipment is expected to more than offset the potentially adverse effect of increased traffic volumes along the subject section.

Noise generated from vehicles using the roadway under no-build conditions are predicted to greatly exceed levels generated under build conditions. This conclusion is based on the significantly reduced traffic speeds associated with forced-flow conditions that would occur on the facility without increased capacity.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources required under the proposed build alternate can be divided into natural (physical, biological) and cultural (human-made, including labor) categories. Irretrievable commitments pertain to project requirements that prevent alternative uses of resources because these resources are either consumed (labor, concrete, asphalt, removal of homes and businesses, etc.) or made physically inaccessible (as when soil and associated vegetation overlaid with roadbed). "Irreversible commitments" is a term that refers to both physical availability of resources and changes in resource utilization initiated by the proposed highway project.

Irretrievable Resources

The estimated 5.9 million dollar cost of the proposed project reflects the market value of resources that would be committed to the proposed project. This cost includes right-of-way, grading and paving, structures, and labor. Committing these funds to the subject project necessarily forecloses their availability for other highway projects.

The acquisition of approximately thirty-eight acres of land for highway purposes is a long-term commitment of this land for transportation purposes. Of this quantity, approximately nineteen acres have local value as wildlife habitat. The majority of this habitat will be unavailable for future use by affected species (primarily upland game birds).

The proposed rechannelization of a meander in the South Fork of Scappoose Creek will permanently remove the affected aquatic habitat. This is viewed as an irretrievable resource commitment, since the natural conditions of the present stream cannot be duplicated.

The number of usable residential and business structures available in the project area will be diminished by the proposed project.

Irreversible Commitments

The economic effect of injecting public funds into the private economy is an irreversible process. Since the disbursement of project funds accrues as income to owners of resources required by the project, the taxable portion of this income will reappear as public revenue.

Land-use changes, which are sometimes stimulated by the existence of an improved highway facility, are not expected to occur as a result of implementing this proposal. Any unforeseen changes would be regulated under the auspices of the local planning jurisdiction. Authority exercised by the local planning body should be sufficient to prohibit unacceptable land use from occurring alongside the facility.

STEPS TAKEN TO MINIMIZE ADVERSE IMPACTS

Erosion Control

There always exists the potential that soils exposed during road construction will be eroded and carried to streams. So that erosion of soils and siltation of streams may be kept to a minimum during construction activities and the period excavated soils are exposed, such devices as berms, sodding, siltation traps, slope drains, settlement ponds, check dams, brush barriers, diversion dikes and ditches, hay bale barriers, and energy dissipators will be employed where needed. Long-term measures include the planting of fast-growing vegetation such as shrubs, trees, and vines; slope rounding; contour grading; and the placement of riprap, rock inlays, and rock blankets; or construction of retaining walls or concrete channelways.

Furthermore, it is the policy of the OSHD to stipulate in its road-grading contracts that ground surfaces exposed during construction shall be seeded and mulched when the work is complete. Other methods of erosion control, provided for by a contingency fund for anticipated work, are decided upon by the engineer and the contractor in the field at the time of construction.

Inspection and maintenance of both temporary and permanent erosion control devices is standard policy of the OSHD.

Oregon State Highway Division specifications, for federal-aid programs in which grading occurs, stipulate the following:

> Under no conditions shall the surface area of erodible earth material exposed at one time by clearing and grubbing, exceed 750,000 square feet without approval by the Engineer...

These specifications and the aforementioned erosion control methods represent actions intended to minimize unnecessary loss of soil and resultant impacts caused by road construction activity.

Aquatic Environment

A channel change of the South Fork of Scappoose Creek, necessitated by roadway embankment and bridge reconstruction work, could create the most harmful effects on aquatic organisms. Joint meetings between the Oregon State Highway Division and the Oregon Wildlife Commission have resulted in the formulation of general procedures to minimize undue harm to aquatic life caused by road construction operations. The following list of recommendations will be adhered when possible on the subject project:

1. Channel changes should be made during low flow periods.
2. When the new channel is being dug, water should not be diverted into it until work is completed. (Equipment will not be operated in streams any more than absolutely necessary.)
3. Exposed soil areas should be protected from unnecessary soil erosion.
4. Shrubs should be planted to stabilize the banks of the new channel.
5. Areas where serious bank erosion may occur should be riprapped.
6. The total length of the original channel should be retained, to the extent possible.
7. The channel should be meandered if feasible.
8. The natural pool-riffle ratio of the creek should be duplicated by contouring the channel bottom.

9. "Fish rocks" should be used to accelerate the creation of pools and riffles if number 8 above proves to be too difficult.

The design of culverts will allow fish passage to be maintained. Furthermore, the Fish and Wildlife Commissions of Oregon will be consulted for their recommendations. Culvert length and grade are the most important design considerations for fish passage, although the use of a type of culvert which retains the natural stream bottom appreciably reduces the adverse effects on the aquatic community as a whole. Erosion at culvert outlets will be prevented by bank riprap where necessary.

Cofferdams and/or dikes will be used to enclose areas of stream bottom that require excavation. Heavy equipment will avoid entering creek channels as much as possible. Bank erosion will be minimized by planting or using riprap on stream banks. Riprap on the southwest bank of the South Fork of Scappoose Creek will be maintained to prevent further erosion. New structures will allow adequate passage of floodwaters coming downstream and of waters being backed up from Multnomah channel in order to protect nearby property.

To protect the new roadway from slumping caused by disintegration of the subgrade, the subgrade will be treated with lime or cement where necessary. No contamination of the groundwater table is expected.

Fill slopes and other exposed areas will be seeded and mulched or riprapped and, where possible, planted in shrubbery or trees to minimize erosion. These measures will aid in reducing stream turbidity and siltation, and, along with the use of hay bales in drainage ditches, they will retard the passage of sediments into nearby creeks and Scappoose Bay.

Wildlife

With the exception of road-kill, adverse wildlife impacts are related directly or indirectly to the loss of prime habitat. In these cases, the best means of ameliorating or reversing adverse impacts is by creating habitat that provides similar food, shelter and location characteristics. Wildlife habitat to be altered by the proposed project (primarily roadside grasses, brushes and trees) is not considered critical since its use is limited largely to local bird populations. Therefore, special minimization procedures are considered to be unnecessary. In the absence of supplementary planting to create habitat, partial restoration of eliminated habitat will result from natural reseeding of exposed soils and the seeding of slopes to establish grasses.

Relocation

Business

Under current Federal laws, businesses are eligible for the following relocation benefits:

Displaced businesses can receive expenses for moving personal property up to a distance of 50 miles. Payments are allowable up to $500 to reimburse the firm for searching for a new location. Payments for self-moves are usually made by negotiations with the displacee. Under certain conditions, businesses may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business during the two tax years immediately preceding the year in which such business is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation payments. Payments for

storage of personal property is made when it is mutually beneficial to the displacee and the local agency.

The Oregon State Highway Division will aid the displacee in locating alternative relocation sites. The Highway Division may also recommend that the firm obtain legal advice, if such advice is seen as useful for the firm to relocate successfully.

Residential

The relocation of individuals and families displaced by the proposed project will proceed according to Oregon State Highway Division policy. This policy has been formulated to comply with guidelines enunciated in the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. All public agencies are required to provide uniform and equitable treatment of persons displaced as a consequence of federal or federally assisted programs. The guiding principle of the act is to assure that persons displaced by these programs do not bear unjustifiable or unnecessary burdens from the implementation of programs whose purpose is to benefit the general public. Under the provisions of the act, the Highway Division compensates affected persons by providing moving and related expenses, replacement housing benefits for homeowners and tenants, last-resort housing measures, and relocation advisory services. A description of the Oregon State Highway Division's relocation assistance program occurs in Appendix F.

COMMENTS AND COORDINATION

The consensus of individuals and agencies presenting oral or written testimony at the public hearing (May 24, 1972) was favorable concerning the proposed improvement to the Warren-Scappoose Unit of U.S. 30. However, a number of questions were raised concerning the scope and impact of the proposal. In total, eight individuals, one private company and one local government made comments at the hearing that require responses. Responses to these comments occur on pages 67 to 78 of the "Response to Comments" section.

The downscoped alternative recommended for design approval significantly reduces the scale and impact of the proposal presented at the public hearing. Consequently, responses to comments which referred to the impact of project features eliminated in the downscope design (primarily access roads and width of right-of-way) have been qualified to reflect design changes.

Comments on the draft environmental impact statement were received from six agencies. Responses to these comments are made on pages 60 to 67 of this statement.

In the preparation of this final environmental statement the Highway Division solicited commentary from the Oregon Department of Environmental Quality, the Columbia County Board of Commissioners, and Scappoose School District 1-J. Copies of written communications received from these agencies and governments are contained in Appendix F.

INDEX

COMMENTS AND RESPONSES

COMMENTS RECEIVED ON DRAFT STATEMENT	RESPONSES Page(s)
U.S. Environmental Protection Agency	60-63
Columbia Region Association of Governments	64
Oregon Game Commission	65
Oregon Fish Commission	65
Oregon State Housing Division	65-66
Bureau of Outdoor Recreation	67
Bureau of Land Management	No Response Required
Army Corps of Engineers	No Response Required
Oregon State Department of Agriculture	No Response Required

COMMENTS MADE AT CORRIDOR/DESIGN PUBLIC HEARING	
Don Kalberer	67-68
Keith S. Erickson	68-71
Kenneth Erickson	71-72
John E. Johnson	72
H. J. Caniparoli	72-73
James Presby	73
F. C. Lund	74
Harlan Scott	74-75
Pacific Northwest Bell	75
Columbia County Board of Commissioners	75-78

RESPONSE TO COMMENTS RECEIVED
ON THE DRAFT STATEMENT AND MADE
AT THE CORRIDOR/DESIGN PUBLIC HEARING

U.S. Environmental Protection Agency

Comment:

The land uses of all property within 500 feet of the roadway [should be depicted].

Response:

A map depicting existing land use within 2,000 feet of the roadway follows page 16.

Comment:

An alternative for the project may be in altering the present highway to a level of sufficient safety standards. The addition of one or two passing lanes in strategically placed areas may save in major air, water, and noise pollution.

Response:

The primary purpose of the proposed improvement is to increase the traffic capacity of the subject section. While modifying the present highway to meet sufficient safety standards (which is another purpose of this project) may offer some relief to progressively deteriorating levels of service, such modifications do not serve to correct existing capacity deficiencies (nor will the provision of passing lanes satisfactorily meet the long-term [twenty year] transportation need). Therefore, the suggested alternative does not appear viable, given the purposes of the proposed project. Moreover, although three residences will be exposed to sound levels in excess of 70 dBA (L_{10}), the proposal is predicted to result in improved air quality (relative to no-build) and create only temporary periods of reduced water quality.

Comment:

The long-range visual impact makes mention of slope cutting and "major fill slopes." The statement does not include to what extent cutting and filling will take place or are the areas indicated on the sketch map?

Response:

Cut and fill requirements are discussed in detail on page 43 of this statement. The extent of such construction is no longer considered major.

Comment:

Another major construction change will be the new proposed stream channel. What will be the quality of the water during construction? Is there a possibility for heavy refuge to enter the stream during such a major change? Because of the lack of pictures and detailed sketch maps in the statement, it is extremely difficult to see the extent of the implications involved with the project.

Response:

Water quality and aquatic impacts anticipated from the proposed channel change of the South Fork of Scappoose Creek are detailed on pages 45 to 47 of this statement.

Comment:

1. The predicted noise levels during construction and methodology to reduce it.

2. Predicted noise levels or adequate information for us to approximate the levels.

   a. Distance from the closest property lines bounding the roadway to the centerlines of the nearest and farthest lanes of traffic.

   b. The predicted number of automobiles expected to utilize the roadway in both directions.

   c. The predicted number of trucks and busses per hour in each direction (if the road has a gradient of 3% or more, record uphill and downhill numbers separately).

d. Location or grade and the road gradient where 3% or more.

e. The mean automobile and truck speeds.

f. The location of any barriers (formed by road profile, by a solid wall or embankment, by a continuous row of buildings or by the terrain itself). (Such barriers must block all residential levels of all buildings from line-of-sight to the road, and it must not have any gaps that would allow noise to lead through.)

3. The impact of noise on any residential dwellings.

4. The impact of noise on the Warren or Seventh Day Adventist Schools.

Response:

Noise impacts generated under the conditions of build or no-build are discussed on pages 37 to 41. Traffic data used in the noise study is summarized in Appendix C of this statement. There are no road grades in excess of 3 percent in the project section.

At this time noise levels caused by construction activity cannot be accurately predicted because construction specifications have not been prepared. Specifications are normally prepared during the final design phase of planning. This phase is not initiated until the final environmental statement is approved. In any event, extraordinary noise levels are not expected during construction. Blasting and other sources of extreme noise levels will be avoided in this project. Moreover, the Oregon State Highway Division will be responsive to any public complaints concerning project generated noise.

Comment:

Generally, the statement only says there will be an increase in noise without any data to substantiate the claim, and without any abatement of control means given.

Response:

An expanded evaluation of noise impacts occurs on pages 37 to 41 of this statement.

Comment:

Because the statement does not give present and projected traffic used, it is difficult to determine the environmental impact.

Response:

Traffic data for the Warren-Scappoose Unit of U.S. 30 is summarized in Appendix C of this statement.

Comment:

Although the statement adequately describes the environmental disruptions, it fails to include necessary information concerning the construction practices that will be used in the project. "Normal descriptions" of this size and magnitude bring about concern relating to the short-term effects. Specifically, the disposal of slash, tree trunks, bark, etc., resulting from land clearing operations. If open burning is contemplated, the proper state and local air pollution agencies should be notified. The proposed location is close to the Portland Interstate area where air pollution is a problem.

Response:

The comment is noted.

Comment:

Will the materials for the fill be acquired on the construction site? If so, what construction process will be used?

Response:

It is estimated that about 222,200 cubic yards of the 290,700 cubic yards needed for the project will come from excavations (accomplished by general construction practices).

Columbia Region Association of Governments

Comment:

On December 6 a meeting was held in St. Helens. Attending this meeting were representatives of the State Highway Division, Columbia County, the City of Scappoose, the City of St. Helens and CRAG. The discussion of the project disclosed that there is local concern about the southern termini of this project, but that the city and county officials were in agreement that the project was necessary and desirable to expedite the movement of traffic in Columbia County. Therefore, the State's application should be approved.

The approval, however, must be qualified by the statement that both Columbia County and the City of Scappoose do not consider the Scappoose end of the Warren Section as the replacement for an ultimate bypass route of the Columbia River Highway around the City of Scappoose. This project does not remove the conflict which has local origins or destinations. The City's desire is to ultimately separate those movements with a bypass around Scappoose.

Response:

The comment is noted.

Comment:

The General Advisory Board found that the impact statement, as submitted, did not adequately cover all of the environmental concerns; therefore, they are requesting that these impact statements should be reviewed, amended by the Highway Department and be evaluated against the environmental impact matrix printed by the United States Department of the Interior Geological Survey.

Response:

While the Highway Division has not elected to utilize the recommended environmental impact matrix, it has revamped the scope and content of the draft statement. The principal document which guided the preparation of this statement is section 2, chapter 7, volume 7 of the Federal-Aid Highway Program Manual.

Oregon Game Commission

Comment:

1. Channel changes should be made during low flow periods.

2. When digging a new channel, water should not be diverted into it until completed (do not operate equipment in flowing stream any more than absolutely necessary).

3. Exposed soil areas should be planted with grass.

4. Shrubs should be planted to stabilize the banks of the new channel.

5. Areas where serious bank erosion may occur should be riprapped.

Response:

All of the above suggestions will be incorporated in the plans, specifications, and estimates of the proposal.

Oregon Fish Commission

Comment:

The proposed channel change no matter how insignificant will have an adverse effect on the natural stream bed and the fishery resource. In most instances the stream never regains fully its natural aquatic value.

Response:

The comment is noted. A full description of the potential environmental impact of the proposed rechannelization is found on pages 45 to 46 of this statement.

Oregon State Housing Division

Comment:

The draft environmental impact statement states, ".....If the project is implemented

> no person will be displaced without the opportunity afforded to secure safe, sanitary and decent housing."
>
> Affording displaced persons the opportunity to secure adequate replacement housing also requires a careful look at the purchasing power of the individuals concerned. It may be that replacement housing, while available, is beyond the means of the person being displaced. Short-run relocation benefits will not solve the long-term housing problem of persons with low incomes, particularly people with fixed incomes such as the elderly.
>
> I would like to see the issue of the purchasing power of displacees addressed more fully in environmental impact statements.

Response:

After several extensive public hearings, the U.S. Congress passed the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." The Declaration of Policy reads:

> Sec. 201. The purpose of this title is to establish a uniform policy for the fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.

This act provides down payment benefits for renters, to $4,000; replacement housing additives to homeowners to $15,000 and rent benefits for a renter up to $4,000 to be distributed over a four-year period.

The 1971 Oregon Legislative Session passed House Bill 1933, which authorized the Highway Division to comply with the federal order.

In short, it is the policy of the Oregon State Highway Division to ensure that every individual or family displaced by a highway project is justly compensated.

Bureau of Outdoor Recreation

Comment:

> We note in the statement the planned taking of approximately 1.7 acres from the Warren School property. If the property taken includes recreation land (playground) that is open for public use, then we would consider the land to also function as a public park. We then believe that the provisions of Section 4(f) of the Department of Transportation Act of 1966, as amended, would apply and you may need to prepare a Section 4(f) Determination.

Response:

See the discussion of the Warren School, page 18 through 20. The property necessary for right-of-way is not for organized public recreational activity and therefore is not subject to Section 4(f). The Highway Division recognizes, however, that certain impacts associated with the school land acquisition require special attention and has therefore examined several alternatives to be studied in final design stages.

COMMENTS FROM THE CORRIDOR/DESIGN
PUBLIC HEARING TRANSCRIPT

Mr. Don Kalberer

Comment:

> The City of Scappoose wholeheartedly approves, with one notable exception, the proposed plan of the Highway Commission. The City of Scappoose does not feel, however, that it should approve of that portion of the proposal that brings the highway widening project within the city limits of Scappoose. We would also request that you end the southerly portion of your proposed project at or near West Lane Road. This is also the recommendation of our Planning Commission.

Response:

The Highway Division has considered the City's request to terminate the proposed four-laning in the vicinity of West Lane Road and recommends

against such action for the following reasons: (1) the volume of existing traffic and traffic forecasts justify four lanes; (2) leaving a 1.4-mile two-lane "gap" section between four-lane sections is contrary to acceptable standards of highway safety; and (3) construction of the four-lane section will not preclude future consideration of the Scappoose Bypass, nor will the construction cost decrease the amount of monies potentially available for a bypass.

It is recognized that, if the bypass becomes a reality, approximately 56 percent of traffic on U.S. 30 would divert to the bypass route. However, in the five- to eight-year (minimum) period prior to the construction of a bypass route, vehicle volumes are forecast to exceed 10,000 ADT. Volumes nearing or exceeding this figure would be contrary to all acceptable standards of road user safety and service.

Mr. Keith S. Erickson

Comment:

> May I suggest that if you follow this route that you straighten the Gilmore Road area as well as this other area between Tarbell and Slavens Road. I've seen quite a few deaths on this corner myself.

Response:

Accident records compiled by the Highway Division do not coincide with claims of deaths attributable to this curve. Moreover, the design speed of this curve is 70 miles per hour which should ensure the safety of all drivers who obey Oregon speed limit laws.

Comment:

> Why does the State of Oregon wish to waste the taxpayer's money widening the highway between the city limits of the City of Scappoose and Bennett Road (approximately), following the present path of Highway 30, if this is not to be the permanent route followed?

Response:

The Highway Division feels that existing traffic volumes along the Warren-Scappoose Unit warrant a four-lane facility. Moreover, future traffic volumes are forecast to increase at an annual rate of 4.6 percent. Failure to implement the proposed four-laning can therefore only increase the risk of accidents and personal injury and cause major reductions in service to the road user.

While there are proposals to bypass the communities of St. Helens and Scappoose, only the Scappoose Bypass proposal could potentially affect traffic conditions on the Warren-Scappoose Unit; namely, a 1.4-mile section of U.S. 30 which would potentially be overlapped by a bypass route. Since this potential will not be realized in the foreseeable future (through 1980), it seems logical that expending tax dollars to promote the general welfare of road users is warranted--even if the period of benefit is only an interim one prior to implementation of the bypass route.

Comment:

> Will the Commission establish and maintain adequate fencing to protect our livestock from the proposed motorway and the users of the motorway from our livestock? There are, as you know, persons with livestock crossings.

Response:

Fencing will be provided, either by the contractor at the time of construction or by a payment to the landowner as a condition of right-of-way purchase. In addition, only one livestock crossing exists within the project section. The Highway Division proposes to eliminate this crossing.

Comment:

> When the Commission speaks of "fair" price for the land, do they mean that they will pay what it is worth for what

> crops we can raise on it or do they mean that they will equal or exceed the prices offered to us and which we have refused because we would rather keep the land?
>
> When the State Highway Commission speaks of purchasing homes along the right-of-way at a "fair price", do they mean that they will pay the owners what they could get for the house if they didn't like it and wanted to unload it on some other individual or do they mean that they will pay the owners what it would cost to duplicate the home, if they did like it and want to keep it?

Response:

The Fifth Amendment of the U.S. Constitution reads: "Nor shall private property be taken for public use without just compensation." Article 1 of the Bill of Rights of the Oregon Constitution guarantees that "Private property shall not be taken for a public use, nor the particular services of any man demanded, without just compensation." Just compensation has been defined by many courts. One legal case of relevance to the question of "fair price" is the State of Oregon vs. Superbilt Manufacturing Co. (1955). The court stated:

> Where there is a total taking of land for a public use, just compensation therefore to be paid to the owner is measured by the fair market value of the land as enhanced by the value of the improvements thereon that are considered a part of the realty valued as to its highest and best use.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," under the Relocation Assistance Program, provides for housing benefits which, when added to the acquisition cost of the dwelling, equal the reasonable cost of a comparable replacement dwelling adequate to accommodate such person, reasonably accessible to public services and places of employment and available on private market. This program also provides other benefits, including moving costs, closing costs and a relocation advisory assistance program.

It has long been the policy of the Oregon State Highway Division to pay for growing crops and, wherever possible, to allow the grantor to harvest the crops before construction is commenced. The fair market value of the land is set in the market place by what willing purchasers are willing to pay and what sellers are willing to sell that land for, while neither party is obligated to either buy or sell.

Comment:

> When it is stated that the Commission intends to landscape the right-of-way with "native" flora does this mean attractive native flora or the usual Canadian thistles and blackberry vines?

Response:

Native flora will reseed itself. Slopes will be seeded and mulched to establish grasses.

Mr. Kenneth Erickson

Comment:

> I don't know if this hearing is open to questions or not but I would like to know on what honest basis you can base the evaluation of a man's home of 20, 30, or 40 years or like in the case of Mr. Romiti of his business of 20, 30, and 40 years. A familiar livelihood, a familiar surrounding - I would also like to question the availability of what many of us old-timers would consider suitable housing in the community. The cracker-boxes that are going up now that could be purchased with the dollars that the Highway Commission will probably offer us for our residence. Certainly in my estimation, and I think the estimation of any of the people who built when trees (they weren't full of knots) grew, I think these cracker-boxes would not be suitable housing to them. Now is there any assurance that the Highway Commission, where they do dislocate, will actually replace with equivalent housing?

Response:

The Oregon State Highway Division does not dictate or recommend that a displacee move to any particular house. The choice must be strictly

personal. The Division's responsibility is to show people houses that are available on the market that are as nearly equal to or better than that which the owner is selling to the state. Studies made of houses chosen by displacees show that in the vast majority of cases, the displacee chooses and purchases a better place than the one he moved from.

The price placed on real and personal property that a person does not wish to sell over the market value is usually called "intrinsic value." This may amount anywhere from a few dollars to "I wouldn't sell at any price." It is not a Highway Division policy to pay for an intrinsic amount over and above market value, and the courts have ruled that this value is noncompensable.

Mr. John E. Johnson, et al.

Comment:

> We strongly object to your present plan of Highway 30 between Scappoose and Warren by taking land in the front and rear of our holdings.
>
> As a suggestion, why not give us a route south parallel with highway joining the Dahlgren's exit.

Response:

The Highway Division has eliminated from earlier project plans the extensive access roads which were to interconnect private accesses on the west side of U.S. 30. Consequently, land to the rear of this residence is no longer required for project right-of-way.

Mr. H. J. Caniparoli

Comment:

> ...I live at Warren. One question that has never been brought up and I don't know how important it is but

there has been a thought in my mind after we lose this property, all except about 30 feet or so of our front yard, what's going to happen to the existing power line. Is that going to take up the other 30 feet? It is going to have to go somewhere.

Response:

Generally, utility lines are relocated inside the new highway right-of-way boundary.

Comment:

I realize we are not getting any answers to any questions here but it seems to me that a different route, more or less a freeway route, might solve Scappoose's problems and a whole bunch of others, too, and at the same time might be a better long-range plan than to go ahead with this thing now that probably will be outdated by the time we get it finished.

Response:

The comment is noted.

Mr. James Presby

Comment:

We have approximately 13 acres of land and we see the growth that is going on in the Warren area. We are going to need every acre of that land to meet the State requirements for minimum standards for elementary schools. So this would necessitate at least acquisition of an equal amount of acreage to offset this which we would have to give up for the road right-of-way, and whether or not land could be purchased by the School District, of course, we don't know.

Response:

The possibility of providing replacement land for the Warren School will be studied, along with the other items of concern. Whether this school district or the OSHD will be the purchaser will be negotiated.

Comment:

> The main problem as we see it is that it puts the road right against the building--the road right-of-way--not the paved part but the right-of-way right against the building creating a noise problem, (I'm not familiar with the law on this) but I had an understanding that there is suppose to be clearance around the building for fire protection, fire trucks or any thing of this nature--emergency vehicles to get around the building. I'm not sure what the law is on this. I had that understanding. That would not be possible if this is true.

Response:

The revised design for the roadway adjacent to the Warren School would place the right-of-way fence approximately thirty-four feet from the nearest school wall. This separation should be sufficient for emergency vehicles possibly requiring access.

F. C. Lund

Comment:

> The highway takes part of our front yard. It takes part of our back yard and there were no trees there. We planted trees and we have fir trees now. We hate to lose these but as I said I think we need a new highway, but I think there are more feasible ways of reaching our homes than the way that is planned.

Response:

The comment is noted. Incidentally, the proposed downscoped version of the original highway design eliminated this type of "dual" property severance on all properties to the west of U.S. 30 (since access roads have been removed).

Mr. Harlan Scott

Comment:

> We contend that we deserve some type of access to a road so that emergency vehicles could get there if

our underpass is taken away. This is all I had at this time unless Jim wants to add to it?

Response:

The proposal as now planned would restore access via a frontage road connecting to West Lane Road.

Pacific Northwest Bell

Comment:

Pacific Northwest Bell Telephone Company desires that provisions be made in the design and operation of this expressway by the State of Oregon to allow for access to the company's plant from the public right-of-way. In many cases, no feasible alternative for access is available.

Response:

The comment is noted.

Comment:

Pacific Northwest Bell Telephone Company desires that a suitable interval between completion of procurement of right-of-way and start of construction for this highway project by the State of Oregon be provided to allow for any required relocation of the company's plant. It is not practical for relocation to take place until all right-of-way has been obtained. Without this interval there are often time-consuming conflicts between the activities of the Highway Department contractor and the Telephone Company contractor.

Response:

The comment is noted.

Columbia County Board of Commissioners

Comment:

It would seem that the proposed alignment of Harry West Road would be improved were it to intersect the highway at a 90-degree angle, as is proposed for the Scappoose-Vernonia Road. Such an alignment probably would be safer and would involve less severance damages than the presently proposed alignment.

Response:

This is not practical in terms of engineering, since it would create an offset between two public roads, thus creating a greater hazard than may now exist.

Comment:

> The 1000-yard spacing proposed for public access roads may be questionable, in view of the presumption that these eventually will become through roads with heavier traffic flows, possible necessity for lighting, and so forth. Perhaps a 3000-foot spacing criteria would be more appropriate, since pre-timed signalization eventually might be necessary to effectively channel traffic to and from the highway. Wider spacing would permit more time for local planners to establish realistic flow patterns.

Response:

Although the Highway Division concurs with this suggested spacing interval, this design aspect does not arise in the downscoped design version, since all but one access road would be eliminated.

Comment:

> Frontage roads as proposed do not meet county standards: a 24-foot paved surface on a 30-foot roadway. If the county is expected to accept these roads for maintenance, it would seem appropriate that they be constructed to our specifications.

Response:

The one access road remaining on project plans (connecting seven properties on the east side of U.S. 30 to West Lane Road) will be constructed to meet county specifications.

Comment:

> Perhaps additional study should be given to the area where the highway is intersected by the Crown Zellerbach Corporation's logging road. This signalized intersection presents both flow and safety problems.

Response:

This would have to be arranged through a cooperative agreement between Crown Zellerbach, the Highway Division, and the County.

Comment:

It should be noted that the proposed bicycle-pedestrian path is very desirable, in our opinion. We would like to point out, however, that horse ownership in this county is prevalent. Would it be possible to provide softer surfacing of a portion of the path because of this factor?

Response:

Revaluation of the proposal as put before the public at the corridor/design hearing (May 24, 1972) has resulted in the removal of the bikepath from project plans. The principal reasons for eliminating the path are cost-savings (approximately a six-acre reduction of right-of-way and 10 fewer residential displacements).

Comment:

We are not sure of the feasibility of placing existing utility lines underground, but would like to ask that this be considered.

Response:

The Highway Division does not have the authority to order utility companies to place their utilities underground. This would have to be accomplished by mutual agreement between both parties.

Comment:

Would it be well to provide space at major intersections for the future construction of shelters for children awaiting school busses and for patrons of any public transportation system?

Response:

The Highway Division does not generally provide space for such shelters. However, if a public organization or a group of citizens applies for a permit and

agrees to construct and maintain shelters, the Division will likely grant a permit.

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AGENCY COMMENTS RECEIVED ON
DRAFT ENVIRONMENTAL IMPACT STATEMENT

	DATE
U.S. Bureau of Land Management	January 10, 1972
Oregon Game Commission	January 11, 1972
U.S. Army Corps of Engineers	January 25, 1972
Office of the Governor	February 3, 1972
Housing Division	
State Department of Agriculture	
Oregon Fish Commission	
U.S. Environmental Protection Agency	February 25, 1972
Columbia Region Association of Governments	March 2, 1972
U.S. Bureau of Outdoor Recreation	Undated

IN REPLY REFER TO:

1791
(911)

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Oregon State Office
P. O. Box 2965 (729 NE Oregon Street)
Portland, Oregon 97208

JAN 10 1972

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Young:

We have reviewed your draft environmental statements for the Warren-Scappoose Unit project and the Industrial Freeway (I-505) project. We find that neither proposal crosses or otherwise affects lands under Bureau of Land Management jurisdiction. We therefore have no comments to make on these draft statements.

Sincerely yours,

J. F. Hutchinson

State Director
Acting

R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
R. E. Royer
H. S. Cox
H. S. Coulter
John Sheldrake
L. W. Rullen

TO: Federal Program Coordination Unit
301 Public Service Bldg.
Salem, Oregon 97310

DATE: January 11, 1972

FROM: See Signature Below

Project Title: Highway Division
Warren Scappoose Unit
Columbia River Highway

PNRS # 72014010

SUBJECT: ENVIRONMENTAL REVIEW

Return Date: February 1, 1972

We have reviewed this project and/or Environmental Impact Statement and have the following comment:

( ) This Project does not have significant Environmental Impact.

( ) The Environmental Impact is adequately described.

(X) We suggest that the following points be considered in the preparation of an Environmental Impact Statement regarding this Project.

( ) No Comment

Explanation and Comments

1. Channel changes should be made during low flow periods.

2. When digging a new channel, water should not be diverted into it until completed (do not operate equipment in flowing stream any more than absolutely necessary).

3. Exposed soil areas should be planted to grass.

4. Shrubs should be planted to stabilize the banks of the new channel.

5. Areas where serious bank erosion may occur should be riprapped.

Agency Oregon Game Commission By Gene Hess for Bill Pitney

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

25 January 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Thank you for inviting the U.S. Army Corps of Engineers to comment on the draft State of Oregon Department of Highways Environmental Impact Statement for the proposed highway, Warren-Scappoose Unit, St. Helens-Columbia County Line Section, Columbia River Highway (U.S. 30), Columbia County.

When we reviewed the statement, no question or comments were raised regarding areas of concern to the Corps of Engineers.

The privilege to comment on the project is appreciated.

Sincerely yours,

Charles B. Brinkely, Jr.

CHARLES B. BRINKELY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 3, 1972

Mr. L. H. Young, Programming Engineer
Highway Division
Transportation Department
Highway Building
Salem, Oregon 97310

Re: Warren-Scappoose Unit
Columbia River Highway EIS
PNRS #7201 4 010

Dear Mr. Young:

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also Published and distributed notice to all state agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your Final Statement:

Housing Division

"While the environmental impact relative to housing is adequately described for this project, I would like to raise a further point.

"The draft environmental impact statement on page 5, paragraph 3 states, '...If the project is implemented no person will be displaced without the opportunity afforded to secure safe, sanitary and decent housing.'

"Affording displaced persons the opportunity to secure adequate replacement housing also requires a careful look at the purchasing power of the individuals concerned. It may be that replacement housing, while available, is beyond the means of the person being displaced. Short-run relocation benefits

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

February 25, 1972

REPLY TO ATTN OF: M/S 325

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental impact statement Warren-Scappoose Unit, St. Helens Columbia County Line Section, Columbia River Highway (U.S. 30).

Although the statement adequately describes the environment disruptions, it fails to include necessary information concerning the construction practices that will be used in the project. "Normal descriptions" (p.3) of this size and magnitude bring about concern relating to the short-term effects. Specifically, the disposal of slash, tree trunks, bark, etc., resulting from land clearing operations. If open burning is contemplated, the proper state and local air pollution agencies should be notified. The proposed location is close to the Portland Interstate area where air pollution is a problem.

The long range visual impact makes mention of slope cutting and "major fill slopes." (p.4) The statement does not include to what extent cutting and filling will take place or are the areas indicated on the sketch map? Will the materials for the fill be acquired on the construction site? If so, what construction process will be used?

Another major construction change will be the new proposed stream channel. What will be the quality of the water during construction? Is there a possibility for heavy refuge to enter the stream during such a major change? Because of the lack of pictures and detailed sketch maps in the statement, it is extremely difficult to see the extent of the implications involved with the project. Maps or pictures, illustrating sewer line changes, school property, industry locations, stream banks, relocation areas and fill areas would add immensely to the clarity of the statement.

cc: March 3, 1972
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
D.H. Moehring
W.D. Albright
H.S. Cox
L.W. Rullen
D.R. Adams
H.S. Coulter

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 3, 1972

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Highway Division
Transportation Department
Highway Building
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will not solve the long-term housing problem of persons with low incomes, particularly people with fixed incomes such as the elderly.

"I would like to see the issue of the purchasing power of displacees addressed more fully in environmental impact statements."

State Department of Agriculture

"A majority of the farms located adjacent to this section of highway cannot be classified as 'working farms', but mainly acreages used as homesites for persons working elsewhere.

" We support the proposed project as presented."

The Fish Commission

"The proposed channel change no matter how insignificant will have an adverse effect on the natural stream bed and the fishery resource. In most instances the stream never regains fully its natural aquatic value."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

February 25, 1972

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Programming Engineer
Oregon State Highway Division
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Salem, Oregon 97310

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H.S. Coulter

There is also a lack of adequate information concerning noise pollution. Not included are such things as:

1. The predicted noise levels during construction and methodology to reduce it.

2. Predicted noise levels or adequate information for us to approximate the levels.

   a. Distance from the closest property lines bounding the roadway to the centerlines of the nearest and farthest lanes of traffic.

   b. The predicted number of automobiles expected to utilize the roadway in both directions.

   c. The predicted number of trucks and busses per hour in each direction; (if the road has a gradient of 3% or more, record uphill and downhill numbers separately).

   d. Location of grade and the road gradient where 3% or more.

   e. The mean automobile and truck speeds.

   f. The location of any barriers (formed by road profile, by a solid wall or embankment, by a continuous row of buildings or by the terrain itself) (such barriers must block all residential levels of all buildings from line-of-sight to the road, and it must not have any gaps that would allow noise to leak through).

3. The impact of noise on any residential dwellings.

4. The impact of noise on the Warren or Seventh Day Adventist Schools.

5. The land uses of all property within 500 feet of the road-

crease in noise without any data to substantiate the claim, and without any abatement of control means given.

Because the statement does not give present and pro-
j ted traffic uses, it is difficult to determine the

environmental impact. An alternative for the project may be in altering the present highway to a level of sufficient safety standards. The addition of one or two passing lanes in strategically placed areas may save in major air, water, and noise pollution.

In summary, the general lack of information in the statement inhibits proper environmental evaluation of the project.

Thank you for the opportunity to comment on this statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

March 2, 1972

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
•Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

Mr. Fred Klaboe
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

Please be informed that the General Advisory Board of the Columbia Region Association of Governments reviewed the impact statements for the following projects:

a. Warren-Scappoose Unit St. Helens Highway

b. Austin Road Interchange, Section Sunset Highway.

c. Southwest Capitol Highway-S. Tigard Interchange (I-5).

The General Advisory Board found that the impact statements, as submitted, did not adequately cover all of the environmental concerns; therefore, they are requesting that these impact statements should be reviewed, amended by the Highway Department, and be evaluated against the environmental impact matrix printed by the United States Department of the Interior Geological Survey.

The CRAG Staff is available to assist your staff members in this review, therefore, please feel free to contact CRAG when you are ready to undertake this project.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jc

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:

E30

Mr. George M. Baldwin
Administrator of Highways
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The Draft Environmental Impact Statement for the Warren-Scappoose Unit, St. Helens-Columbia County Line Section of the Columbia River Highway, received with you letter of January 7, has been reviewed by my staff. We do not know of any public park that would be adversely affected by this highway project. The statement is adequate as it relates to our programs and interests. The bicycle trail under consideration would increase outdoor recreation opportunities in the area, if included in the highway project.

We note in the statement the planned taking of approximately 1.7 acres from the Warren School property. If the property taken includes recreation land (playground) that is open for public use, then we would consider the land to also function as a public park. We then believe that the provisions of Section 4(f) of the Department of Transportation Act of 1966, as amended, would apply and you may need to prepare a Section 4(f) Determination.

These are the preliminary views of this office and do not necessarily reflect the views of our headquarters' office or the Secretary of the Interior.

Sincerely yours,

Maurice H. Lundy
Regional Director

cc:
David G. Talbot
Kessler R. Cannon

APPENDIX A

GEOLOGY

GEOLOGIC TIME CHART

STRATIGRAPHIC DIVISIONS			TIME	DOMINANT LIFE	
ERA	SYSTEM OR PERIOD	SERIES OR EPOCH	Estimated ages of time boundaries in millions of years	ANIMALS	PLANTS
CENOZOIC	QUATERNARY	Holocene Pleistocene	2-3	Man	Flowering trees and shrubs
	TERTIARY	Pliocene	12	Mammals, birds, bony fish, mollusks, arthropods and insects	
		Miocene	26		
		Oligocene	37-38		
		Eocene	53-54		
		Paleocene	65		
MESOZOIC	CRETACEOUS	Upper (Late) Lower (Early)	136	Dinosaurs and Flying and swimming reptiles Ammonites	Conifers, Cycads, Ginkgos and Ferns
	JURASSIC	Upper (Late) Middle (Middle) Lower (Early)	190-195		
	TRIASSIC	Upper (Late) Middle (Middle) Lower (Early)	225		
PALEOZOIC	PERMIAN	Upper (Late) Lower (Early)	280	Giant insects, Primitive reptiles & Amphibians Crinoids and Blastoids Sharks & Lungfish Corals, Brachiopods, and Trilobites	Scale trees, Cordaites, Calamites, and Tree ferns Primitive scale trees and tree ferns Lycopods and Psilophytes Algae and Fungi
	Carboniferous: PENNSYLVANIAN	Upper (Late) Middle (Middle) Lower (Early)			
	Carboniferous: MISSISSIPPIAN	Upper (Late) Lower (Early)	345		
	DEVONIAN	Upper (Late) Middle (Middle) Lower (Early)	395		
	SILURIAN	Upper (Late) Middle (Middle) Lower (Early)	430-440		
	ORDOVICIAN	Upper (Late) Middle (Middle) Lower (Early)	500		
	CAMBRIAN	Upper (Late) Middle (Middle) Lower (Early)	570		
PRECAMBRIAN (More than 80% of earth's estimated 4.5 billion years falls within this era)			Z - base of Cambrian to 800 m.y. Y - 800 to 1,600 m.y. X - 1,600 to 2,500 m.y. W - older than 2,500 m.y. (U.S.G.S. Bull. 1394-A, 1974)	Beginning of primitive plant and animal life	

Oldest rocks known in Oregon: Limestones in central Oregon containing Middle Devonian fossils - about 370 million years old.
Oldest rocks known in North America: Granitic gneisses in Minnesota - 3550 million years old.
Oldest fossils known in the world: Algal stromatolites in southern Rhodesia - 2.7 billion years old.
Oldest rocks known in the world: Australia, Finland, South Africa, and North America have rocks about 3.5 billion years old.
Age of the earth: about 4.5 billion years old.

Adapted from U.S. Geological Survey and other sources.
Ages of oldest rocks and fossils from T. W. Stern, U.S.G.S. Isotope Branch, March 1970.

State of Oregon
Department of Geology and Mineral Industries
1069 State Office Building, Portland, Oreg. 97201

July 1974

GENERALIZED GEOLOGIC TIME CHART FOR OREGON

ERA	PERIOD	EPOCH	PRINCIPAL GEOLOGIC EVENTS	AGE* (In millions of years)
CENOZOIC	QUATERNARY	HOLOCENE	Glaciers in mountains receding. Crater Lake and Newberry Crater formed by explosion and collapse of volcanic cones. Lava flows near Mt. Hood, at McKenzie Pass, and in central and southeastern Oregon.	.011
		PLEISTOCENE	Active glaciers in mountains. Growth of large volcanoes along crest of Cascades and in central Oregon. Pluvial lakes in south-central part of State. Mastodons and giant beavers in Willamette Valley; camels and horses in grasslands of central and eastern Oregon.	2-3
	TERTIARY	PLIOCENE	First eruptions of lava at crest of Cascade Range. Extensive outpouring of lava in south-central Oregon. Horses, rhinos, camels, antelope, bear, mastodons living in John Day country. Cascade Range high enough to form climate barrier. Drier climate east of High Cascade Range. Warm temperate climate west of Cascades initiates period of laterization.	12
		MIOCENE	Thick layers of lava extruded over much of State (middle and upper Miocene). Seas invade coastal areas; mollusks, fish, whales, sea lions. Oreodonts, rodents, 3-toed horses, giant pigs, rhinos, tiny camels, wolves, and saber-tooth cats living in John Day country. Mild, humid climate with extensive forests of Metasequoia. Last emplacement of granitic plutons in the State (Cascade Range) with accompanying mineralization. Coast Range begins uplift. Cascade Range growing in height.	26
		OLIGOCENE	Willamette Valley and parts of Coast Range covered by warm, shallow seas. Inhabited by abundant and varied mollusks. Warm temperate flora growing in both eastern and western Oregon, with Metasequoia, maple, sycamore, ginkgo, and katsura trees plentiful. Three-toed horses, camels, giant pigs, saber-toothed cats, oreodonts, tapirs in John Day country. Cascade Range too low to affect climate of eastern Oregon.	37-38
		EOCENE	A subtropical climate. Coal forming in coastal swamps. Palms, figs, avocados, pecans, and walnuts grow in central Oregon. Four-toed horses, rhinos, tapirs, crocodiles in Clarno area. Western Oregon covered by arm of ocean, locally many mollusks. Large volcanoes in area of Cascade Range.	53-54
		PALEOCENE	Not mapped separately in Oregon, but rocks of this age known in southern Coast Range.	65
MESOZOIC	CRETACEOUS		Most of State covered by warm seas. Ammonites, trigonia, and other mollusks, abundant in Medford and Mitchell areas. Tree ferns growing near Austin in Grant County. Formation of principal metalliferous deposits in State following batholithic intrusions.	136
	JURASSIC		Oregon largely covered by seas. Brachiopods, mollusks, and ammonites abundant. Some marine reptiles. Ferns, cycads, ginkgoes, and conifers growing on land areas. Period of serpentine intrusion with formation of chromite deposits followed by granitic intrusions in Klamath Mountains, Blue Mountains, and possibly Wallowa Mountains.	190-195
	TRIASSIC		Most of Oregon covered by warm seas. Sponges, corals, ammonites, gastropods, and nautiloids. Volcanoes active and widespread especially in northeastern and southwestern Oregon.	225
PALEOZOIC	PERMIAN		Warm seas cover much of State. Limestone reefs forming. Fusilinids common. Volcanism in northeastern part of State. Rocks now exposed in central and eastern Oregon.	280
	CARBONIFEROUS		Much of State covered by warm seas containing brachiopods and corals. Ferns and calamites growing on land areas. Rocks now exposed in Suplee area of central Oregon.	345
	DEVONIAN		Seas probably covered Oregon. Small limestone outcrops in central Oregon contain Middle Devonian corals (about 370 m.y.).	395
	PRE-DEVONIAN		"Pre-Devonian" includes the vast stretch of geologic time extending back to the oldest rocks found on the earth. Rocks of this age are not known in Oregon. Nearest "pre-Devonian" rocks (450 m.y. old gabbro) in Klamath Mountains, northern California.	

* Adapted from U.S. Geol. Survey

Unified Soil Classification System

(Summarized for Project Soils)

I. Coarse-grained soils

A. More than half of material is larger than No. 200 (0.0029 inch, 0.075 mm) sieve size.

1. Gravels (G)

a. More than half of coarse fraction is larger than No. 4 (0.187 inch, 4.75 mm) sieve size.

II. Fine-grained soils

A. More than half of material is smaller than No. 200 sieve.

1. Silts and clays (liquid limit less than 50)

a. ML - Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.

b. CL - Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.

2. Silts and clays (liquid limit greater than 50)

a. CH - Inorganic clays of high plasticity, fat clays.

Definitions

terrace - a flat, elongate alluvial deposit representing a former beach or flood plain.

lens - a planar, cigar-shaped body of sedimentary material within other stratas.

epoch - the shortest of three geologic time periods.

alluvium - unconsolidated clay, silt, sand or gravel deposited by stream action.

profile - a vertical and horizontal diagram showing the configuration of the ground surface.

liquid limit - the boundary between the liquid and plastic states.

plastic - material may be remolded without crumbling.

lean clays - have low compressibility and plasticity.

fat clays - are highly plastic and compressible.

subgrade - the prepared ground surface upon which the road is constructed.

quick lime - calcium oxide, unslaked lime.

hydrated lime - chemically combined with water.

hydration - chemcial combination with water to form a hydrate.

weak soils - have poor supportive strength such as silt, which is difficult to compact.

aggregate - inert material such as sand, gravel, broken stone, or combinations thereof.

rock-size classification - as defined in American Geological Institute Glossary of Geology, 1972:

a. Gravel

Boulders	greater than 256 mm diameter
Cobbles	256 to 64 mm diameter
Pebbles	64 to 4 mm diameter
Granules	4 to 2 mm diameter

b. Sand — 2 to 1/16 mm diameter

base flow - sustained stream flow, contributed primarily by ground water.

c. Silt — 1/16 to 1/256 mm diameter

d. Clay — less than 1/256 mm diameter

mulch - protective covering, such as wood fibers or other compost, spread on the ground to promote seed germination and prevent erosion.

perched ground water - water held above the water table by impermeable rock material beneath it.

borrow sources - rock material sites outside the roadway limits.

base - the layer of rock material placed on a subbase or a subgrade to support a surface layer.

Class A (4) standard slopes -

Class A Highways

Side Slopes (cut and fill)

0 to 5^0	Max. 6:1
5 to 10^0	4:1
10 to 15^0	3:1
Over 15^0	2:1

The above slopes are a guide. Flatter slopes to be used where additional cost is minor. In solid rock, slopes are to be determined by type of material and approved by the Construction Engineer.

Material Sites

Warren-Scappoose Project

1. Santosh Gravel Pit (owned by Pacific Building Materials Company, subsidiary of Henry J. Kaiser).

   a. Location: T4N., R. 1W., Section 29.

   b. Haul distance: 3.9 miles (2.3 miles if road culvert is installed).

   c. Rock type: River gravels, up to 4" minus. (Some boulders to 1').

   d. Quantity: Estimated 30 million c.y., of quartzite, basalt, other volcanics, and granitics, all acceptable for aggregate.

   e. History: Supplies annually about one-half of Portland area needs. Sold 1,600,000 tons or 800,000 c.y. last year.

   f. Facilities: Complete, so new equipment not necessary.

2. Scappoose Sand and Gravel Company Pit (owned by C. T. Parker).

   a. Location: T3N., R. 2W., Section 1, SE ¼.

   b. Haul distance: 0.2 mile to highway.

   c. Rock type: River gravels, up to 4" minus. (Some boulders to 1').

   d. Quantity: Estimated 8-10 million c.y. of quartzite, basalt, other volcanics, and grantics. All are acceptable for aggregate.

   e. History: Furnished rock for the State Columbia County Line-Burlington project. Crown-Zellerbach has rented a large portion of the large pit for log storage.

   f. Facilities: Complete, so new equipment not necessary.

APPENDIX B

WILDLIFE

TABLE

Warren-Scappoose Unit
Birds

Brush = 1 Mixed Woods = 2
Meadow = 3 Riparian Aquatic = 4

Species	Scientific Name	Habitat	Nesting Habitat/Month	Habitat Lost/Used
Valley Quail	(Lophortyx californicus)	1,3	1 / 5-8	2 / 2
Ring-necked Pheasant	(Phasianus colchicus)	1,3	1,3 / 5-7	2 / 2
Rufous Hummingbird	(Selasphorus rufus)	1,2	1,2 / 4-7	1 / 2
Traill's Flycatcher	(Empidonax traillii)	1,2	2 / 6	1 / 2
Black-capped Chicadee	(Parus atricapillus)	1,2	2 / 4-6	1 / 2
Common Bushtit	(Psaltriparus minimus)	1,2	1 / 3-6	1 / 2
House Wren	(Troglodytes aedon)	1	1 / 5	1 / 1
Bewick's Wren	(Thryomanes bewickii)	1,2	1 / 4-6	1 / 2
Rufous-sided Towhee	(Pipilo erythropthalmus)	1,2	1 / 4-6	1 / 2
Chipping Sparrow	(spizella passerina)	1,2	1,2 / 4-7	1 / 2
Fox Sparrow	(Passerella iliaca)	1,2,3,4	1,3 / 5-7	1 / 4
Song Sparrow	(Melospiza melodia)	1,2,4	1,2 / 3-7	1 / 3
Sharp-shinned Hawk	(Accipiter striatus)	2	2,4 / 5	
Cooper's Hawk	(A. cooperii)	2,4	2,4 / 5	
Ruffed Grouse	(Bonasa umbellus)	2	2 / 4-6	
Screech Owl	(Otus asio)	2	2 / 4	
Yellowbellied Sapsucker	(Sphyrapicus varius)	2	2 / 5-6	
Downy Woodpecker	(Dendrocopos pubescens)	2,4	2,4 / 4	
Vireos		2		
House Finch	(Carpodacus mexicanus)	2,1	1,2 / 4-6	
White Crowned Sparrow	(Zonotrichia leucophrys)	2	2 / 4-6	
Marsh Hawk	(Circus cyaneus)	3,4	3,4 / 5-6	1 / 2
Sparrow Hawk	(Falco sparverius)	3,4	1,2 / 5-6	1 / 2
Red-tailed Hawk	(Buteo jamaicensis)	3,2	2 / 4-5	1 / 2
Horned Lark	(Eremophila alpestris)	3	3 / 6-8	1 / 1
Western Meadowlark	(Sturnella neglecta)	1,3	3 / 4-6	2 / 2
Brewer's Blackbird	(Euphagus cyanocephalus)	1,3	1,3 / 4-6	2 / 2
American Goldfinch	(Spinus tristis)	1,3	1 / 7-8	2 / 2
Savannah Sparrow	(Passerculus sandwichensis)	3	3 / 5	1 / 1

Table (cont.)

Species	Scientific Name	Habitat	Nesting Habitat/Month	Habitat Lost/Used
Vesper Sparrow	(Pooecetes gramineus)	3	3 / 5	1 / 1
Grebe		4		
Great Blue Heron	(Ardea herodias)	4	4 / 4	
American Bittern	(Botaurus lentiginosus)	4	4 / 6	
Killdeer	(Charadrius vociferus)	3,4	3,4 / 3-5	1 / 2
Red-winged Blackbrid	(Ageolaius phoeniceus)	4	3,4 / 4-6	
Belted Kingfisher	(Megaceryle alcyon)		4 / 5	

Mammals

Cultivated = 1 Aquatic = 2

Woods = 3 Brush = 4

Marsh = 5

Species	Scientific Name	Habitat
Opossum	(Didelphis marsupialis)	1,2,3
Dusky Shrew	(Sorex obscurus)	3,5
Vagrant Shrew	(S. vagrans)	2,5
Water Shrew	(S. polustris)	2,3,5
Townsend Mole	(Scapanus townsendi)	1
Pacific Mole	(S. ararius)	1,3
Raccoon	(Procyon lotor)	3,1
Shorttail Weasel	(mustela ermina)	3,4
Longtail Weasel	(mustela frenata)	1-5
Mink	(M. vison)	2
Spotted Skunk	(Spilogale putorius)	1,2
Striped Skunk	(Mephitis mephitis)	1,2,4
Coyote	(Canis latrans)	
Red Fox	(Vulpes fulva)	
Gray Fox	(Urocyon cinereoargenteus)	3,4
Gray Digger	(Citellus beecheyi)	1,3
Townsend Chipmunk	(Eutamios townsendi)	3,4
Silver Gray Squirrel	(Sciurus griseus)	3
Chickaree	(Tamiasciurus douglasi)	3
Northern Flying Squirrel	(Glaucomys sabrinus)	3
Giant Pocket Gopher	(Thomomys bulbivorus)	
Beaver	(Castor canadensis)	2

Species	Scientific Name	Habitat
Deer Mouse	(Peromyscus maniculatus)	All
Bushytail Woodrat	(Neotoma cinerea)	
Townsend Vole	(Microtus townsendi)	1
Oregon Vole	(M. oregoni)	1,4
Muskrat	(Ondatra zibethica)	5
Pacific Jumping Mouse	(Zapus trinotus)	
Nutria	(Myocastor copyus)	1,2,5
Brush Rabbit	(Sylvilagus bachmani)	4
Blacktail Deer	(Odocoileus hemionus)	

REGIONAL ENDANGERED SPECIES

Aleutian Canada Goose (Branta canadensis:leucopareia). (Nationally Endangered Status) Unverified sightings on Sauvie Island. It is uncertain whether western Oregon is a wintering or migration area for this bird, which has an estimated population of about 250 to 300 individuals. Scientists hypothesize that the reason for species decline is fox and/or rate predation on breeding grounds in Buldir Island, Alaska. Efforts are being taken at the Paturent Wildlife Research Center to rear these birds for reintroduction to their native habitat.

Columbia White-Tailed Deer (Odocoileus virginianus leucurus). (Nationally Endangered Status) Previously occupied Columbia River lowlands and islands and is now thought to be restricted to the vicinity of Clatskanie, Oregon and Skamokawa, Washington. Total population numbers approximately 100 individuals in Oregon and 150 to 200 in Washington. An isolated population occurs near Oakland, Oregon. The clearing of bottomlands and the resultant loss of prime habitat is considered to be the main reason for the decline of this species along the Columbia River. A national wildlife refuge has been established on the Lower Columbia River. The feasibility of reintroducing animals into portions of their former range is now being studied.

APPENDIX C

TRAFFIC

WARREN-SCAPPOOSE UNIT
TRAFFIC DATA

1. 1974 ADT = 8,800

   1978 ADT = 10,400 (year construction completed)

   1980 ADT = 11,200 (2 years after construction)

   1984 ADT = 12,800 (10 year forecast)

   1994 ADT = 16,800 (20 year forecast)

   Average speed: 50 m.p.h. cars; 45 m.p.h. trucks.

2. Design capacity ADT: 7,200 at service level "B"

   a. The 30th highest hourly volume % = 10%

3. Service Level A = 4,300

   B = 7,200

   C = 9,700

   D = 10,500

   E = 12,050

4. Traffic volume (ADT) Distributed by month seasonal variation:

January = 7,920	May = 8,980	September = 9,240
February = 8,360	June = 9,060	October = 8,540
March = 8,620	July = 9,500	November = 8,360
April - 8,890	August = 10,120	December = 8,010

5. Traffic volume ADT weekday = 10,200 For month of August

   Traffic volume ADT weekend = 9,900

6. Percentage Distribution of Traffic By Hour of Day

	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	Total
AM	1.19	0.88	0.53	0.44	0.43	1.57	4.45	5.93	4.39	4.76	5.56	5.70	35.83
PM	5.39	5.42	7.14	6.99	8.34	7.23	6.08	4.78	4.11	3.32	2.85	2.52	64.17

7. Time and peak truck hour traffic: 2-3 p.m.

		Present*	1978	1984	1994
a. Vehicles/hour		630	740	910	1,200
b. Speed average	2-Lane	50	45	40	**
(passenger car)	4-Lane	55	55	50	50
c. Number of Trucks		80	90	105	130
d. Speed average	2-Lane	45	40	35	**
(Trucks)	4-Lane	50	50	45	45

8. 8 hour peak traffic - 11 a.m. to 7 p.m.

4,600	5,430	6,670	8,750

* Present = year of construction

** Forced flow condition (Less than 35 MPH)

LEVELS OF SERVICE ON MULTILANE RURAL HIGHWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 45 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds 35 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE 2-LANE RURAL HIGHWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (speed not affected by volume; little or no delay) operating speed 60+MPH.

Level of Service "B" - Stable flow (most drivers must govern their speeds to volume condition) operating speed 50-60 MPH.

Level of Service "C" - Stable flow (Increased volume has direct affect on speeds) operating speeds 40-50 MPH.

Level of Service "D" - Unstable flow (Maximum volume attainable for short periods) operating speeds 35 MPH.

Level of Service "E" - Approaching forced flow (Breakdown begins) operating speeds 30 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go) speeds below 30 MPH

APPENDIX D

AIR QUALITY

NATIONAL AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	LOWEST CONCENTRATION FOUND TO PRODUCE ADVERSE HEALTH EFFECTS	PRIMARY STANDARD	MARGIN OF SAFETY	SECONDARY STANDARD
Sulfer Oxides	Result primarily from the combustion of sulfer containing fossil fuels. Their presence has been associated with the increased incidence of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean 24-hour maximum* 3-hour maximum*	115 ug/m^3 300-1500 ug/m^3 occuring for three to four days** ---	80 ug/m^3 365 ug/m^3 ---	30% 0 to 76% ---	60 ug/m^3 260 ug/m^3 1,300 ug/m^3
Particulate Matter	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual geometric mean 24-hour maximum*	80-100 ug/m^3** 300 ug/m^3**	75 ug/m^3 (DEQ) 60 ug/m^3 260 ug/m^3	6 to 25% 25 to 40% 13%	60 ug/m^3 150 ug/m^3
Carbon Monoxide	Carbon monoxide is a by-product of the incomplete burning of carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum* 1-hour maximum*	12-17 mg/m^3 58 mg/m^3	10 mg/m^3 40 mg/m^3	17 to 41% 31%	Same as Primary Same as Primary
Photochemical Oxidants	Photochemical oxidants are produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photochemical oxidants irritate mucous membranes, reduce resistance to respiratory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum*	200 ug/m^3 (maximum daily value)	160 ug/m^3	20%	Same as Primary
Hydrocarbons	Hydrocarbons in the air come mainly from the processing, marketing and use of petroleum products. Some of the hydrocarbons combine with nitrogen oxides in the air to form photochemical oxidants. The hydrocarbons standard therefore, is for use as a guide in devising implementation plans to achieve the oxidant standard.	3-hour maximum* (measured between 6 and 9 a.m.)	Adverse health effects noted only after reaction to form photochemical oxidant.	160 ug/m^3	---	Same as Primary
Nitrogen Oxides	Nitrogen oxides ususally originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean	118-156 ug/m^3 (mean 24-hour concentration over six month period)	100 ug/m^3	15 to 36%	Same as Primary
Lead***	Airborne lead results primarily from automotive emissions. Symptons of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One Month Average*	---	3 ug/m^3	---	---

* Not to be exceeded more than once annually.

** Combined effect of both gaseous phase and particulate.

*** No National Standard for this pollutant exists, however DEQ has adopted a lead standard for projects in Oregon.

ug/m^3 = micrograms per cubic meter

mg/m^3 = milligrams per cubic meter

APPENDIX E

REPLACEMENT HOUSING

RELOCATION ASSISTANCE

STUDY OF AVAILABLE HOUSING

IN THE

ST. HELENS-SCAPPOOSE AREA

February 28, 1975

SUMMARY:

There are fourteen real estate offices operating as independents in the St. Helens-Scappoose area and at least eight firms from Portland with some listing in the area.

There is more than adequate replacement housing for the displacees on the proposed highway widening project. For example, on February 26, 1975, three real estate offices indicated over sixty houses, apartments or mobile homes for rent in the area.

It is reported that as the Trojan Nuclear Project is beginning to phase out its construction force, it is starting to free some of the rentals and homes.

The following report details some of the housing, sites, and commercial properties which are available. There appears to be only two commercial units, a drive-in restaurant, and a combination grocery-service station in Warren which may have a problem in relocating in the same area. It is reported that the owners of the grocery will retire and not relocate.

REPORT:

There are fourteen real estate offices in the St. Helens-Scappoose area which are listed later in this report. There is no multiple listing service in the area; therefore, each office depends on securing independent listings for their stock in trade.

A check of the Portland Multiple Listing Service and the Oregon Multiple Listing Service shows eight Portland real estate firms with seventeen listings in the project area.

Contact with Jay R. Austin Agency indicated approximately twenty residences for sale with five under $10,000 and five between $10,000 and $20,000. Following is a listing of homes and properties with just two of the fourteen real estate offices in the project area.

COLUMBIA RIVER REAL ESTATE-SCAPPOOSE

HOMES

NAME	ADDRESS	SITE	BEDROOMS	BATHS	PRICE
Fiddler	Bunker Hill Rd., St. Helens	½ ac.	2	1	$18,500
King	Rt. 1, Box 351-3, Warren	1/3 ac.	2	1	$19,900
Day	1503 Overlook, Scappoose	--	2	3	$47,000
Peal	305 N.E. 3rd.-Scappoose	--	3	1	$15,500
Merrill	301 S.W. 2nd, Scappoose	--	3	1	$19,750
Wilson	302 S.E. Oak, Scappoose	--	3	1	$24,900
Osgood	Scott Acres, Scappoose	1/3 ac.	3	1	$27,500
Hollcraft	307 N.E. Williams, Scappoose	--	3	1 2/3	$31,000
Day	305 S.E. Myrtle-Scappoose	--	3	1½	$31,500
Lickey	Wickstrom Rd., Scappoose	--	3	1 3/4	$34,500
Hilderhand	Scappoose	6½ ac.	3	2	$51,000
Murry	Scappoose Heights (Shop etc.)	--	3	3	$57,000
Parrett	Warren	--	4	2+	$51,500
Iza	Scappoose	--	5	3	$53,000

* * * * * * * * * * *

LOTS & ACREAGE

Davis	Scappoose	(Duplex Lot)	$ 4,500
Kistner	Scappoose area	1½ ac.	$ 4,950
Schmiot	Deer Island	14 ac.	$25,500
Lickey	Scappoose	(125'x232' comm. lot)	$29,000
Peal	Scappoose area	40 ac.	$53,000

ST. HELENS REAL ESTATE-ST. HELENS

HOMES

NAME	ADDRESS	SITE	BEDROOMS	BATHS	PRICE
McHanigle	174 S. 3rd., St. Helens	--	2	1	$12,500
Hambert	313 Elm, Scappoose	--	2	1	$13,750
Brich	494 N. 10th, St. Helens	--	3	1	$ 8,250
Hill	315 S. 6th, St. Helens	--	3	1	$11,500
Wilson	St. Helens	--	3	1	$12,900
Pieper	St. Helens	--	3	1+	$27,900
Oliver	St. Helens	--	3	1+	$29,750
Engstrom	2360 5th, Col. City	--	3	2	$31,900
Martin	100 S.E. 4th, Scappoose	--	3	2	$33,750
Laler	St. Helens	10 ac.	3	1+	$34,900
Whitmier	Neer City	20 ac.	3	1+	$53,500
Aubuchon	St. Helens	24 ac.	3	2	$54,500
Henderson	Warren	--	5	2	$28,500
Brown	St. Helens	25 ac.	7	3	$69,500

* * * * * * * * * * * *

DUPLEXES

Palabaski	St. Helens	3, 2-bedroom Duplexes	$31,000 each
Scott	Cannon Rd., St. Helens	3 ac. Duplex	$49,900
Chin	1545 Col. Riv. Hwy.	Duplex	$54,900

* * * * * * * * * * *

LOTS & ACREAGE

Streit	St. Helens	2 ac.	$ 7,250
Rafchieh	St. Helens	2 lots	$ 7,500 ea.
Burns	St. Helens	5 ac.	$ 7,900
Brooks	St. Helens	10 ac.	$19,000
Schier	Goble	54 ac.	$69,500

* * * * * * * * * * *

COMMERCIAL BUILDING

	S. 17th, St. Helens	(Old Bowling Alley)	$44,000

RENTALS:

St. Helens Real Estate Office
2 bedroom house - St. Helens
3 bedroom house - Warren
1 & 2 bedroom apartments - St. Helens

The Feb. 23, 1975 Chronical (St. Helens Newspaper)
1 - 3 bedroom mobile home - Scappoose ($175)
1 - 2 bedroom mobile home - Scappoose
1 - 1 bedroom house - St. Helens
1 - 2 bedroom house - St. Helens ($100.)
1 bedroom apartment - St. Helens ($130)
2 bedroom apartment - St. Helens ($140)
Bachelor and Dinettes apartment - St. Helens
1 - 2 bedroom duplex - Scappoose
Rooms and apartments - St. Helens

It is reported that most of the rentals are not listed through the realtors or even the newspapers, but are rented through friends.

There is one mobile home site listed in the above mentioned paper for $43 per month. There are twelve mobile parks in the project area.

There appears to be adequate replacement housing in the project area. There are several builders building in the area with the minimum new home starting at $22,750 and the Federal Farm Loan homes at minimum $23,000 to $24,000.

There is a new twenty-six lot subdivision just now opening on Sykes Road in St. Helens and a seventy-two acre subdivision is in the planning stage. These subdivisions will be served by public water and sewer.

Mr. Ronald A. McGeorge of St. Helens Real Estate indicated that the Trojan Nuclear Project is starting to taper off and that this will free more rentals and homes for the market.

A DESCRIPTION OF THE HIGHWAY DIVISION'S RELOCATION ASSISTANCE PROGRAM

Eligibility

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

Individual and Family Moving Expenses

Any individual or family displaced by the State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property up to a distance of 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

Residential Moving Schedule

Unfurnished
(Relocatee owns furniture)

$ 60 (1 room)	$140 (3 room)	$220 (5 room)
$100 (2 room)	$180 (4 room)	$260 (6 room)

Seven or more rooms - $300

Furnished
(Relocatee does not own furniture)

$15 per room up to a maximum of $300

Mobile Home Moving Schedule
(Based upon total floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 square feet
$200	201 square feet - 600 square feet
$300	More than 600 square feet

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

Business, Farm & Nonprofit Organization Moving Expenses

Displaced businesses, farm operations and nonprofit organizations in occupancy at the start of negotiations for the property are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of self move, the business, farm operation, or nonprofit organization may be paid an amount to be negotiated between the State Highway Division and the displaced business, farm operation, or nonprofit organization. This payment cannot exceed the lower of two estimates secured by the State Highway Division from compentent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

Storage of Personal Property

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

Replacement Housing

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for not less than 180 days immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for more than 90 days but less than 180 days or a tenant-occupant of more than 90 days immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of less than 180 days and more than 90 days or the renter-occupant of more than 90 days chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions,become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligibile for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation.

Possession

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State's purchase of the property.

Appeals

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right-of-way agent who is handling the property acqusition. The Chief Administrative Officer of the Highway Division

has designated the Condemnation Supervisor and the Right of Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached.

Appellants who are dissatisfied with the decision of the appeal board may make a final appeal, in writing, to the Adminstrator of the Highway Division in Salem.

Right of Way Agent

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

1970 RELOCATION ACT - MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of more than 180 days prior to initiation of negotiations for the parcel		Owner-occupant of less than 180 but more than 90 days and renter-occupants of more than 90 days occupancy prior to initiation of negotiations for the parcel		Owner-occupants and renter-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimated secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$ 4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$ 500 maximum			Payment "in lieu" of all other benefits--requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal Property up to twelve months when necessary	Actual				

APPENDIX F

CORRESPONDENCE

ROBERT W. STRAUB
GOVERNOR

KESSLER R. CANNON
Director

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, OREGON • 97205 • (503) 229-

February 18, 1975

Priscilla Harney
Environmental Section
412 Hwy. Building
Salem. Oregon 97310

Dear Priscilla:

With reference to information pertinent to your impact statement concerning the widening of Highway 30:

1. Scappoose Bay has for many years been a disaster area as far as water quality is concerned. During the rainy months, a fair amount of clean water enters it via Scappoose Creek, and some also from the smaller McNulty and Warren Creeks. Milton Creek enters so close to the mouth of the Bay that it probably effects the water quality very little. In the summer months, however, input from the creeks is slight, and much water is lost by evaporation. The lower (north) end of the slough connecting the Bay with the Columbia River is frequently polluted by discharges from industrial plants, and by the treated sewage rebased from the St. Helen's treatment lagoons. This polluted water may enter the Bay to replace the evaporation deficit, and a combination of high tide and upriver winds on the Columbia often pushes this polluted water up into the Bay (see enclosure 1, page 66; this refers to a winter occurrence, but conditions are worse in the summer).

   During the summer the water temperatures in Scappoose Bay are usually too warm for salmonid fishes. Carp, catfish, bass, crappies and other warmwater fishes are generally present, although even these sometimes are killed by oxygen lack. The bottom of the Bay is mud and organic silts.

Recycled Material

I cannot see how ordinary road construction, especially in the dry months, could have any unfavorable effect on the Bay, provided the few precautions listed above are taken.

Sincerely,

KESSLER R. CANNON
Director

Robert McHugh, Aquatic Biologist
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Hwy.
Portland, Oregon 97225

RAM:cw
Enclosure

RECEIVED
FEB 24 1975
ENVIRONMENTAL
SECTION

ROBERT W. STRAUB
GOVERNOR

KESSLER R. CANNON
Director

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, OREGON • 97205 • (503) 229-5293

March 13, 1975

Oregon State Highway Division
Highway Building
Salem, OR 97310

Attn: Mr. Newt Andrus

Re: Warren-Scappoose Section of the
Lower Columbia River Highway
Columbia Co. (Mile Post 21.24 to 26.10)

Gentlemen:

The Department has reviewed the rough draft air quality report prepared for the final EIS for the Warren-Scappoose section of the Columbia River Highway submitted with your letter of March 6, 1975. While the information submitted related to local air quality indicates a violation of the 8-hour CO standard in 1978 for the "build" case, it is recognized that the violation would only occur under very conservative worse case conditions and not in subsequent years. In addition, relative to the "no build" case, the "build" case appears to represent a quantitative improvement in CO and HC concentration levels. Therefore, the Department finds the proposed highway improvement project consistent with the State Implementation Plan assuming there are no substantial differences between the reviewed rough draft air quality report and the air quality section in the Final EIS.

As indicated in our letter of January 21, 1974, the Department is still interested in reviewing the noise impact section of the Final EIS.

Thank you for the opportunity to review the draft air quality report.

Cordially,

KESSLER R. CANNON
Director

CAS:mh
cc: Mr. Glen Green,
FWHA Division Engineer
NWRO
John Hector

Contains Recycled Materials
DEQ-1

The principal harmful effect to be anticipated from road construction is the release of silt following excavation of stream beds or banks or resulting from erosion of exposed dirt in road cuts or from road shoulders. Such silt may cover gravel salmonid spanning beds, and kill eggs or fry. However, the lower four miles of Scappoose Creeks, and one-to-two miles or so of the other creeks are mud-bottomed, as is the whole bottom of the Bay itself, and it is difficult to see how a moderate amount of extra silt could do any harm!

If the new highway is to follow generally the route of the existing one, it will parallel the right-of-way of the Spokane, Portland and Seattle railway, which is between the highway and the Bay (see map, red arrows). The railroad is elevated along virtually the whole distance from Scappoose to St. Helens, and in effedt forms a dike between the highway and the Bay. From Warren to St. Helens the old Portland road (black arrows on map) also acts as a barrier to water flowing toward the Bay from the west. The only gaps through these barriers are the bridges under which Scappoose, Warren and McNulty Creeks pass, Milton Creek being too far north to influence the Bay much. There are a couple of other underpasses under the railroad, but these have no streams along the roads.

It thus appears that the only way any water-borne material can get from the highway construction area is via the several creeks that penetrate the railroad and road barriers. At dry times of year, such as summer and early fall, only Scappoose and McNulty Creeks have enough flow to be important. Therefore, if care is taken during construction to minimize exposure of erodable soil close to the creek beds, there should be no trouble. As the lower creek beds and the whole Bay bottom is of mud, a small amount of silt can do no damage. Care should also be taken to keep petroleum products away from the creeks. Oil and gasolene storage, blacktop storage areas and truck or construction machinery parks should not be located where drainage into the creeks is possible. In any event, water quality in Scappoose Bay is usually so poor that a considerable effort would be required to make it worse.

The enclosed report from the Oregon Fish Commission is now nearly 20 years old, but I recently telephoned their Clackamas office and was told that conditions with reference to fish runs, etc., are still about the same as when the report was written.

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

February 24, 1975

RE RME RCE
RECEIVED
FEB 26 1975
REGION 1
RCM RSC R31 LOC

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

This will confirm our previous correspondence regarding Fisher Park, located between Scappoose and Warren near Highway 30.

While the 10-acre parcel in question was designated as a "county park" pursuant to Chapter 275 of the Oregon Revised Statutes, no development of the area has taken place, nor is any planned. There is another county park, developed, less than one-quarter mile from this site. Fisher Park has not been developed because of flooding of Scappoose Creek, and the fact that approval for installation of septic tanks is not possible because of the flooding situation.

Because of the above-mentioned facts, and because the property is not now used for recreational purposes, we have determined that the park is of no national, state or local significance.

Therefore, the Board of Commissioners of Columbia County would like to request the Highway Division to consider trading the 10-acre Fisher Park property for the State-owned property known as Beaver Boat Ramp (Clatskanie).

We would be happy to proceed with the necessary publication of notices regarding the trade of the property if we could obtain a legal description of the property at Clatskanie.

If any further information is needed, please advise and we will certainly be happy to cooperate in any way possible to expedite the trade of these two parcels.

Sincerely,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

Fred Foshaug, Chairman

gs
cc: John Hunnicutt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 24, 1975

FILE:

FROM: Robert K. Sutton RKS
Assistant Park Historian

SUBJECT: Warren Section - Lower Columbia River Highway

TO: Cam Gilmour, Project Manager
Environmental Section

Our office has reviewed the plans for the proposed widening of the existing two-lane facility to four lanes and a frontage road for the Warren to Scappoose Section of the Lower Columbia River Highway, Columbia County, Oregon. To date there is only one site listed on our Statewide Inventory of Historic Places in the area. This is the Thomas McKay Grave Site, located near Scappoose, northwest of the County Airport in SE1/4, S31, T4N, R1W. This site should be far enough away from the proposed project to not be affected.

Thank you for the opportunity to comment.

RKS:gp

BOARD OF EDUCATION
Ray Steinfeld, Chairman
Donald Moor
Robert Johnson
Elmer Peterson
Robert Pollard
Laurie Mollenhour
Wilson Merrill

Scappoose School District No. 1J
P.O. BOX "V"
SCAPPOOSE, OREGON 97056
TELEPHONE 543-6374 (AREA CODE 503)

DISTRICT OFFICE
Jack C. Blair
Superintendent
Clerk
Marian H. Harris
Custodian of Funds
Deputy Clerk

April 29, 1975

Henry Brindley
Department of Transportation
P. O. Box 02157
9200 S. E. McLaughlin Blvd.
POrtland, Oregon 97202

Dear Mr. Brindley:

I am writing at your request regarding the forseen effect of the highway 30 widening project on the Warren School properties.

Following further perusal of the highway division drawings the following appear to be evident:

1. The proposed expansion of the right-of-way will require some alteration to the existing septic system.
2. Most of the level portion of the east playground area will be taken by the expansion, thereby limiting the playground activities of students and classes in that area.
3. The right-of-way boundary will fall within approximately 50 feet of the northeast corner of the school building. The resultant increase in the highway traffic noise level may prove to be intolerable as the current level is considered disruptive to the instructional process in classrooms nearest the highway.

Aside from these factors, the project would appear to benefit the school site by providing safer and easier access to and from the highway and Berg Road.

Sincerely yours,

Jack C. Blair
Superintendent

JCB:mb

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MAY 2 1975
DIST. 1

8798 C C 2W

Salem, Oregon
June 4, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48625 - Svoboda (Weakley - C.P.)
Warren-Scappoose Section
Columbia River Highway
Columbia County

Attached is a description, an authorization and Right of Way prints covering a total-taking hardship case on the subject section.

Also attached is your correspondence from Region 1 pertaining to this property.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8798

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 26, 1975

To: F I L E

SUBJECT: Preliminary Design Study Report
Warren-Scappoose Unit
St. Helens-Multnomah County Line Section
Columbia River Highway
Columbia County

NOTED
E. S. HUNTER

The purpose of this project is to four lane a 5.1-mile portion of the Columbia River Highway between Warren and the existing four-lane section in Scappoose. It was justified by the 1972 ADT of 7200 vehicles, with projected ADT of 14,000 to 17,000 vehicles.

There is no reasonable alternative to the location selected for the project. Any possible bypass route would have required a large taking of right of way, possibly cutting one or more properties in two. Its cost would have been very high, and it would not have been available for traffic until completely constructed. Neither could new lanes have been constructed on the easterly side of the existing facility without encroaching on the right of way of the Burlington Northern Railroad. The only solution was to construct the new lanes on the westerly side of the existing facility.

As originally planned, the project consisted of the construction of four 12-foot travel lanes with a 16-foot paved median and two 10-foot paved shoulders throughout the unit. Also included were the construction of new connections to the Scappoose-Vernonia Road at Scappoose and to the southerly end of the Old Portland Road at Warren; construction of frontage roads in lieu of private access; reconstruction of connections to a number of county roads; and construction of a bikeway. A corridor-design hearing was held on May 24, 1972.

Between the hearing and the present date, the costs of highway construction have greatly increased. Partly in the interests of economy and partly in response to input obtained at the hearing, it was decided to downscope the project. This downscoping includes elimination of the bicycle path; elimination of frontage roads wherever possible with restoration of direct access to the highway; modification of connections to public roads to decrease construction length; use of a 4:1 rock slope; reduction of shoulder width from 10 feet to 8 feet; and a shift of the centerline as close to the railroad as possible to reduce right of way

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FEB 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

taking. These modifications would eliminate the necessity of displacing four dwellings for frontage roads and reduce the impact on a number of other properties, including Warren School. This will also keep the cost of the project reasonably close to the original estimate.

The overall effect of the project would be beneficial to road users, since the traffic load justifies four laning the section. It is not considered that the modifications proposed are sufficiently extensive to warrant a second hearing. Rather, they respond to the economic realities of these times and tend to lessen social impacts that have received a measure of concern from the public.

Dennis C. Bagger

Dennis C. Bagger

WAE:mc

cc E. S. Hunter
Gary Potter

8798

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 13, 1975

TO Victor Wolfe
Gary Potter
Ed Hardt

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Interdisciplinary Team No. 1 Meeting
Warren Section
Lower Columbia River Highway

The following is a short resume of the items discussed during our Interdisciplinary Team No. 1 Meeting which convened at 8:30 a.m. on February 12.

1. Downscoping. The item discussed, the fourteen foot median vs. the 16 foot median both with 8 foot shoulders. After considerable discussion, it was the consensus of those present that we should retain the 16 foot median because of the 55 mile an hour speeds and the culture adjacent to this highway.

2. Fisher Park (undeveloped). It appears that two alternatives should be studied in regard to Fisher Park. The county does not believe that this property is a feasible park location. It is difficult to develop because of the low flood plain topography and appears that the two alternatives would be: (1) maintain the present alignment of the frontage road that would utilize the southerly 60 feet of the property and (2) relocate the present design to a position southerly of the northerly property line and traverse property owned by James Fisher.

3. Frontage Road Removal. The present downscoping includes the removal of the original frontage road concepts and a complete change in the right of way needs. It was the consensus of those present, that this was a proper change in design as the frontal road system would in no way be characteristic of this lower Columbia River Highway. It would save considerable energy and materials and would also have a good effect in not requiring nearly as much right of way.

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Office of
Assistant State Highway Engineer

4. Trading properties with Columbia County. The property that Columbia County is interested in is at Claskanie which they lease from the Oregon State Highway Division. I will request our property management people to determine what the value and ramifications of this property are.

5. Right of Way. It appears that approximately four houses are deleted from the acquisition by eliminating the frontal system. Impacts are lessened on a number of other properties.

6. Timing for the relocation and liaison study update. It was indicated that a sketch of the changes would be available Tuesday for Ken Rolfe to proceed with the expeditious handling of these two reports. The timing on this was discussed and I am hopeful that with the material and work already done, that it will be possible to have these updated reports available to the Environmental Section by the week of March 3.

7. Alternative Treatment on County Road Intersections. There are approximately four roads which intersect the highway that in the interest of safety it would be proper to provide 55 mile an hour stopping site distance on these roads. It was the consensus of those present that should undertake a discussion with the property owners affected. Our right of way personnel in the company of the engineer on the project should arrange meetings at each one of the four locations with the property owners and give them a choice as to which method we would construct. Temporary slope easement would be requested in order to cure their particular front yard problems. It would have the advantage of giving them much smoother and a much safer street in front of their homes and add to the general appearance of their property. If they are not desirous of these improvements, we would downscope to a minimum intersecting treatment adjacent to the highway.

8. Impact on the School and their Septic System. It was a general consensus of those present that the new design lessens the impact considerably on the school and should be appreciated by those persons involved. The septic system does not appear to be affected greatly and the clearance between the right of way line and the corner of the school has been increased 30 to 40 feet.

This meeting led to the solution of several important questions.

JBB:rk
cc: R. L. Schroeder
Ken Rolfe
Hal Versteeg
Bob Ewen

8799

8

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 19, 1974

FROM:

SUBJECT: Warren-Scappoose Section
Lower Columbia River Highway
Columbia County

TO: MEMO TO FILES

NOTED
E. S. HUNTER

A meeting was held in Vic Wolfe's office on Wednesday, December 17, to discuss the subject section for completion of final EIS and the Location Section study report. In attendance were: Victor Wolfe, George Wills and Dennis Bagger from the Location Section; Ed Hardt, Region 1 Engineer; George Ramjoue, Cam Gilmour and Newt Andrus of the Environmental Section.

The following items were discussed:

1. Access to the area easterly of Burlington Northern Railroad and southerly of West Lane Road:

The present proposal is to construct a frontage road to serve as access for the families involved in this area; however, the primary frontage road alternate involves a parcel of Columbia County park land.

After some discussion on possible alternates it was decided to use the primary alternate and have Region 1 personnel determine if a property exchange can be negotiated with Columbia County and the 'park use only' clause removed from the property. If the above exchange cannot be attained, another frontage road alignment will be investigated. It was also decided that if the frontage road is constructed, direct access to the highway would be eliminated.

2. Warren School property:

The Location Section is to investigate possibility of removing bicycle path in front of school plus any design standards that can be justified that would reduce the right of way taking and reduce the impact on the school's septic tank and drain field. Upon completion of this study the Environmental Section is to contact school authorities to obtain their concurrence with the project and that impact would not be significant.

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ASSISTANT STATE HIGHWAY ENGINEER

3. Downscope project to conform with present policies:

The following design changes would be incorporated into project plans: Eliminate bicycle path, eliminate frontage roads where feasible thereby restoring direct access to the highway, modify public roads to decrease construction length, use 4:1 rock slope, reduce shoulder from 10 feet to 8 feet and reduce median from 16 feet to 14 feet, attempt to move centerline toward railroad to reduce right of way taking.

Further project discussion involved noise and air pollution, both present and future. The Environmental Section will take noise and air samples to determine if Department of Environmental Quality (DEQ) standards can be attained.

Dennis Bagger

Dennis C. Bagger
Engineer

DCB:jp
cc E.S. Hunter
V.D. Wolfe
J.H. Versteeg
Ed Hardt
G.C. Wills
Gary Potter
George Ramjoue
Cam Gilmour
Newt Andrus
Dennis Bagger

8798

October 8, 1974
Salem, Oregon

TO Victor Wolfe
Location Engineer
BLDG

FROM D. N. Harwell
Assistant County-City Engineer

RE Frontage Road
Fisher Park Property
Warren-Scappoose Unit
Columbia River Highway No. 2
Columbia County

Attached are copies of correspondence regarding the Fisher Park property in Columbia County as related to State's proposal for reconstruction of the Columbia River Highway in the immediate vicinity.

The Board of County Commissioners, District Attorney, and County Engineer, who is no longer with Columbia County, have all had a hand in this matter and nothing has come of it yet.

In view of the fact that the engineer is no longer there and a new man, Mr. Sam Hollinger, has been appointed Roadmaster, may I suggest that Mr. Rudy Wellbrock and Mr. Dennis Bagger of the Location Section contact Mr. Hollinger and perhaps some conclusion may be reached.

DNH:mm
Att.

cc: L. W. Rulien
E. L. Hardt

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Col.

bc: L. W. Rullen, w/att.
Victor Wolfe "

July 9, 1974

Mr. Keith C. Thompson
Columbia County Engineer
P. O. Box 366
St. Helens, OR 97051

Sam Hollinger
Rdmstr.

copy
cov 2' R.(L)
Col. St. Helens
mult Co. Line.

Dear Keith,

Thank you for your letter of July 5 and the newspaper article regarding possible property exchange of State-owned property in the vicinity of Clatskanie, for the Fisher Park property adjacent US 30 near Westlane Road.

I would appreciate you sending a copy of a map showing the Columbia County Park property at Clatskanie including the area of State's property being considered for its expansion.

Upon receipt of such map, this matter will be reviewed to determine if this can be accomplished and if so, the present deed to the Fisher Park property may have to be reworded as to its use restriction.

Thank you for the effort put forth in this matter.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer
County & City Unit

DNH:ljt

cc: A. E. Johnson
E. S. Hunter, w/att.
"

J
B R a

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-4111

Ser. No.:

Date: July 5, 1974

Mr. D.N. Harwell
Assistant Engineer
County/City Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

I think the article enclosed is as clear a response I can give to your letter of March 19th, 1973.

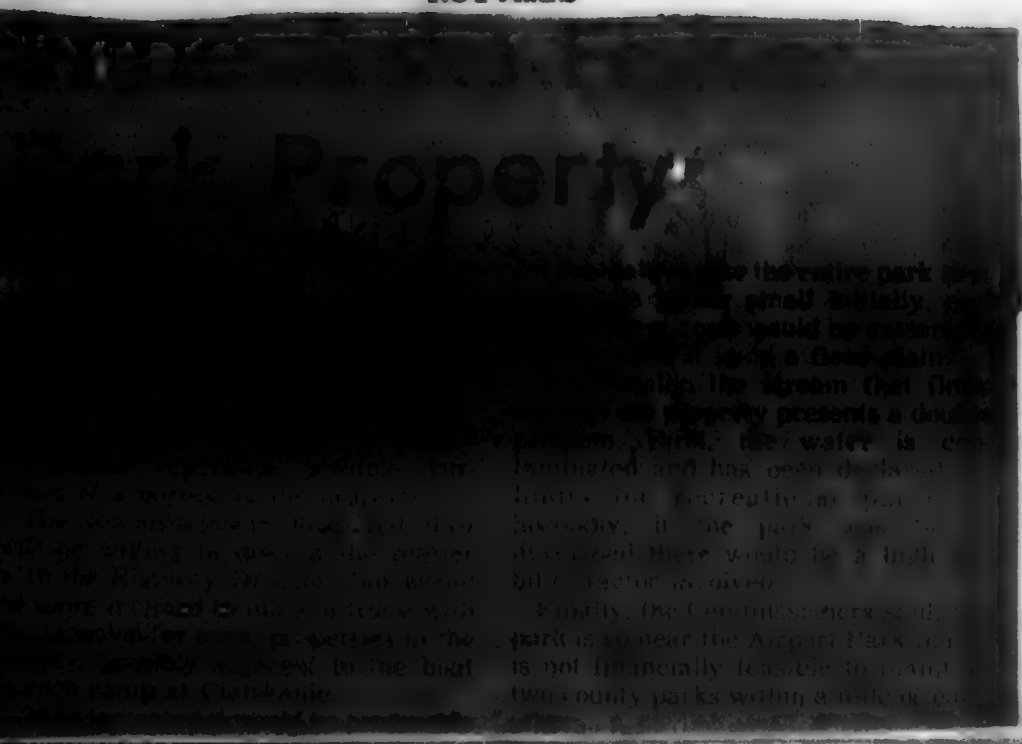
I am sorry that this matter has taken so long and would recommend that someone in the purchasing department discuss this matter directly with the Board of Commissioners.

Sincerely,

COLUMBIA COUNTY ROAD DEPARTMENT

Keith C. Thompson
Engineer

KCT:mls



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COUNTY & CITY SECTION
JUL 8 - 1974
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Hwy 2, Col. Co

bc: L. W. Rulien
Victor Wolfe

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

March 19, 1973

Attention: Commissioner A. J. Ahlborn

RE: Frontage Road
Twp. 3 & 4N., R. 2W., W.M.
Sections 1 & 36
Warren-Scappoose Unit
Columbia River Highway (US 30)

Gentlemen:

On May 24, 1972, a public corridor-design hearing was held on the proposed project on the Warren-Scappoose Unit of the St. Helens-Multnomah County Line Section of the Columbia River Highway (US 30) in Columbia County, Oregon.

Subsequent studies and discussions have determined a possible need and desirability for an additional frontage road in the southeast quadrant of the Columbia River Highway and West Lane Road intersection.

The area to be served would be easterly of the Burlington Northern Railroad and southerly of West Lane Road, lying easterly of the Columbia River Highway. This area may partially have been established as a public park, and if the frontage road were to be constructed, we would appreciate the use of a portion of the property for road purposes.

If the Board of Commissioners concurs in the foregoing, will you please indicate approval by signing this letter in the spaces provided.

We appreciate your interest and cooperation in this and other highway matters in Columbia County. Should any questions arise, please feel free to contact this office.

Very truly yours,

George H. Baldwin
Administrator of Highways

By D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED..... 19....
BOARD OF COMMISSIONERS OF.....COUNTY
BY .....
COMMISSIONER
.....
COMMISSIONER
.....
COMMISSIONER

DNH:mm
Att: Maps
cc: A. E. Johnson
E. S. Hunter

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

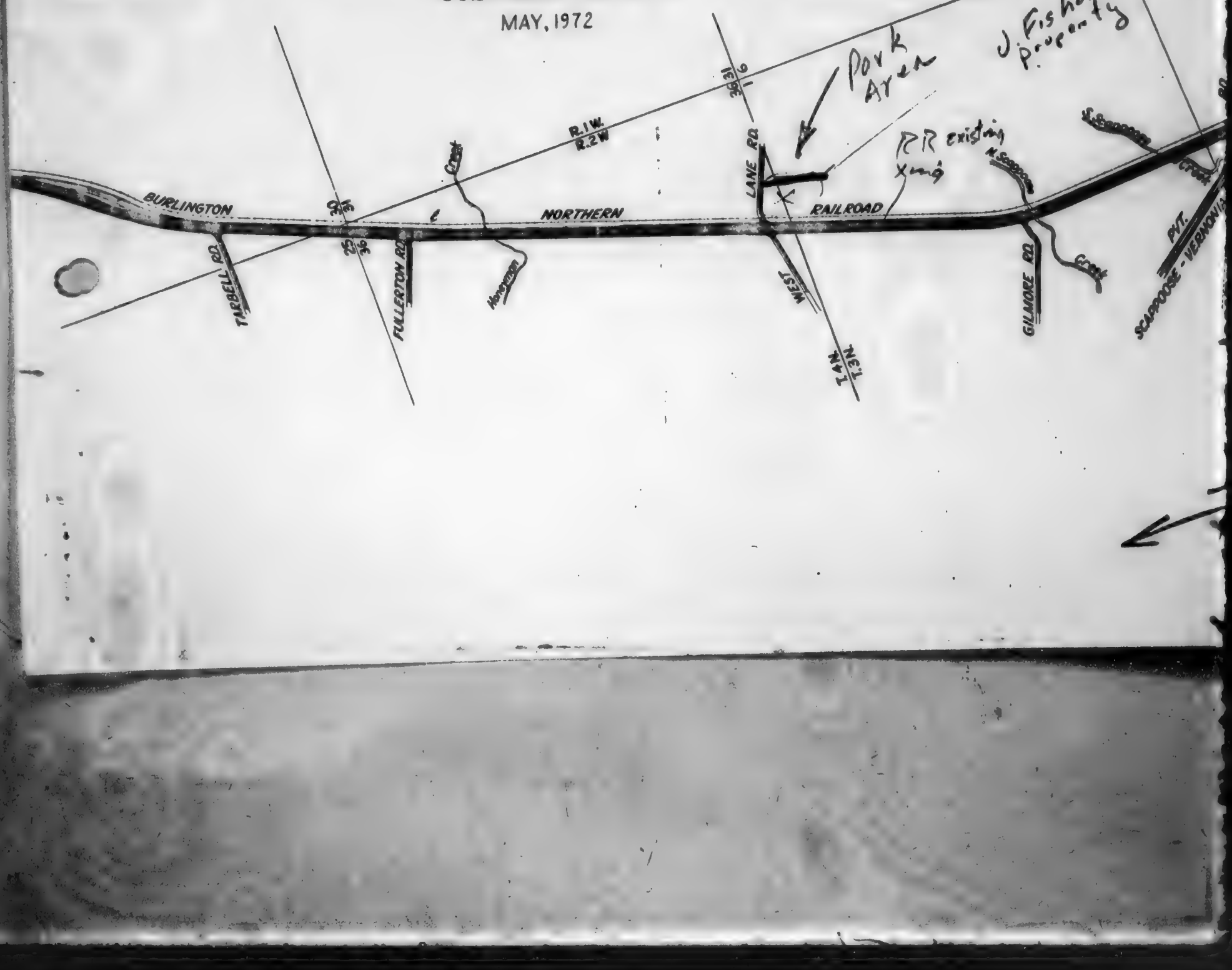
CORRIDOR AND DESIGN HEARING MAP

WARREN - SCAPPOOSE SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

MAY, 1972



GON STATE HIGHWAY DIVISION

AND DESIGN HEARING MAP

SCAPPOOSE SECTION

COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

MAY, 1972

8798

May 29, 1974

315-K

Mr. Eugene R. Andrews
National Federation of
Independent Business
150 West Twentieth Avenue
San Mateo, CA 94403

Dear Mr. Andrews:

This is in response to your request for information concerning the status of the planning for reconstruction of US 30 in the vicinity of Warren.

In May 1972 a design hearing was held for that section of highway and the testimony indicated some problems needed to be resolved before design approval was requested from the Federal Highway Administration. In addition, the final environmental impact statement will have to be prepared and processed. This phase has not been completed. The construction is tentatively scheduled for 1979; however, it should be pointed out that the availability of funds, traffic needs, and other factors can change this scheduling at any time.

Since you did not indicate what business is involved or the owner's name, it is not possible to respond directly to your concern. It is suggested if you need specific answers, you should contact:

Mr. Ed Hardt
Regional Engineer
P. O. Box 02157
Portland, OR 97202
Phone: 503-654-7741

The project you refer to is under his jurisdiction and I am sure he can answer your questions if furnished with the name of the business and other pertinent information.

For your information I am enclosing a folder which will explain our policy on relocation assistance. This should answer your inquiry about business relocation.

Very truly yours,

F. S. Klabee
Administrater and
State Highway Engineer

Enclosure

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
Ed Hardt

WHT:jp cm

MOVING BECAUSE OF THE HIGHWAY?

A DESCRIPTION OF THE HIGHWAY DIVISION'S RELOCATION ASSISTANCE PROGRAM

State Highway Division policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the State Highway Division property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits to which relocatees are entitled. The right-of-way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON STATE HIGHWAY DIVISION

(well)

RELOCATION SERVICES

The State Highway Division maintains fully-staffed regional right-of-way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
654-7741, Ext. 282

2960 State Street
Salem 97310
Telephone No.
378-2641

1523 SE Cobb Street
Roseburg 97470
Telephone No.
672-6541, Ext. 226

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911, Ext. 38

2111 Adams Street
LaGrande 97850
Telephone No.
963-3177

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right-of-way agent is available to aid displaced persons to the fullest extent. Right-of-way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual of family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property up to a distance of 50 miles, or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$140 [3 rm]	$220 [5 rm]
$100 [2 rm]	$180 [4 rm]	$260 [6 rm]

Seven or more rooms — $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE
[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. — 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square–foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations, and nonprofit organizations in occupancy at the start of negotiations for the property are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed 50 miles, or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation, or nonprofit organization may be paid an amount to be negotiated between the State Highway Division and the displaced business, farm operation, or nonprofit organization. This payment cannot exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for not less than 180 days immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe, and sanitary dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for more than 90 days but less than 180 days or a tenant-occupant of more than 90 days immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of less than 180 days and more than 90 days or the renter-occupant of more than 90 days chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe, and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe, and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be inspected by State Highway Division personnel to ascertain that it meets the decent, safe, and sanitary standards established by the Secretary of the Federal Department of Transportation.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State's purchase of the property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right-of-way agent who is handling the property acquisition. The Chief Administration Officer of the Highway Division has designated the Condemnation Supervisor and the Right of Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached.

Appellants who are dissatisfied with the decision of the appeals board may make a final appeal, in writing, to the Administrator of the Highway Division in Salem.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right-of-way agent assigned to acquire the property.

1970 RELOCATION ACT — MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of more than 180 days prior to initiation of negotiations for the parcel		Owner-occupant of less than 180 but more than 90 days and renter-occupants of more than 90 days occupancy prior to initiation of negotiations for the parcel		Owner-occupants and renter-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel	
Housing Additive Including Costs incidental to purchase of replacement dwelling And Including Increased interest	$15,000 maximum	Rent Supplement Or Down payment benefit and costs incidental to purchase of replacement dwelling Plus Actual reasonable	$4,000 maximum $4,000 maximum	Actual reasonable moving costs Or Negotiated moving cost payment not to exceed lower of two estimates secured by agency Plus	Actual No more than low estimate

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of more than 180 days prior to initiation of negotiations for the parcel		Owner-occupant of less than 180 but more than 90 days and renter-occupants of more than 90 days occupancy prior to initiation of negotiations for the parcel		Owner-occupants and renter-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$ 500 maximum			Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

E-772
REV. 12-16-73

NATIONAL FEDERATION OF INDEPENDENT BUSINESS
150 West Twentieth Ave., San Mateo, California 94403, TELEPHONE: (415) 341-7441
HOME OFFICE: SAN MATEO, CALIFORNIA; LEGISLATIVE OFFICE: WASHINGTON, D. C.
WILSON S. JOHNSON President

EUGENE R. ANDREWS *
Area Director,
State and Local Affairs
Route 7, Box 605
Olympia, WA. 98506
206-491-7159

May 4, 1974

Mr. George M. Baldwin
Administrator of Highways
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin;

Would appreciate receiving information regarding timetable for property acquisition on the widening of U. S. Highway 30 between Portalnd and Astoria. The area of immediate interest is in or in the vicinity of Warren.

One of our members has apparently been informed that Highway Department would be acquiring all or a part of his business property and is concerned as to planning for the future. Would also appreciate information as to assistance provided for loss of income due to business interruption and for business relocation. While big business may take such projects in stride, they can represent a major catastrophe to the small businessman.

Thank you for your attention to this request.

Sincerely,

Eugene R Andrews

Eugene R. Andrews

cp 7/7K a&y

REFERRED TO
Keyes
By Location Engineer
RHD

RECEIVED
MAY 8 1974
LOCATION SECTION

RECEIVED
MAY 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 7 '74
REFER TO
FOR
Info | Invest | R/D ✓ | D/R | Sign | Act | File

TRANSACTION NUMBER 5-69

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTME
OREGON

BY (Signature)
L. W. RULIEN'S MA

TITLE
PROJECT MANAGEMENT

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 13 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
13	RF-27(9)	5.1	46,500	36,300

OTHER IDENTIFICATION AND/OR REMARKS (Stat

LOCATION

WARREN-SCAPPOOSE SECTION
COLUMBIA COUNTY - STATE OF
OREGON.

RECEIVED
MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

5-13-74

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY

TO OBTAIN LOCATION/DESIGN APPROVAL.

5-16-74
orignal to L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-13-74	G. L. GREEN, DIVIS

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as a tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

8798

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-13-74

EST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): L. W. RULIEN'S MAY 3, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

DERAL FUNDS
[X] FAP [ ] FAU [ ] FAS [ ] OTHERS

TAGE 2
TEM NOS. 13 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
5.1	46,500	36,300	WARREN-SCAPPOOSE SECTION COLUMBIA COUNTY - STATE OF OREGON.	PRELIMINARY ENGINEERING.

MOTED
E. S. HUNTER

RECEIVED
MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 14 '74

REFER TO
Fenton
FOR
Info | Prep | ID | D/R | Sign | Act | File

ROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY

GN APPROVAL.

to L.W. Rulien

OMMENDED
D TITLE

DATE: 5-13-74

APPROVED
SIGNATURE AND TITLE: Elmer W. Conrad
G. L. GREEN, DIVISION ENGINEER

proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligat to provide Federal funds for the undertaking.

GPO 916-690

3798

8

May 3, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for one preliminary engineering project, Item No. 13, Project No. RF-27(9), which we desire to have included in the Federal-aid Rural Primary Highway program.

We further request, concurrent with your approval of the program authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

We will request further authorization to proceed with the P.S.&E. phase of the preliminary engineering for the project as soon as location/design approval is granted.

Enclosed are copies of State and District 2 Clearinghouse approvals dated November 8, 1971 and December 23, 1971 respectively.

Encl.

CPL:lsk

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-81)

5-3-74

FEDERAL

CARD 2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–66: US 30, N. City Limits Scappoose, N. 5.1 mi.	ADT	PRESENT (66): 7,800	FUTURE (66): 13,200
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Preliminary Engineering	NATL. FOREST (63)–(69):	FSR ROUTE NO.		EMERG. YR. (72)–(73):
CARD 4	CLASS OF FEDERAL FUNDS: Rural Primary				COUNTY NAME
	NAME OF URBAN AREA 17-31:				ROUTE NO. P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED FED. TOTAL ESTIMATED COST (59)–(66)	ESTIMATED FED. FEDERAL (67)
1	(1-4 & 5)	(10)	41	42	43–46	53				
5					PE		US 30, N. City Limits of Scappoose, N. 5.1 mi	5.1	46,500	36,300
5					ROW					
5					CONST (CODE)		(Warren-Scappoose Section)			
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	5.1	46,500	36,300
1	14	PROGRAM APPROVAL DATES							(16) (23) (24)	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi.	ADT	7,800	13,200	94	10	Oregon	41	073	13

EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
		RF-	27(9)			

COUNTY NAME: Columbia — CODE: 009

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	1	2W	30

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5.1	46,500	36,300	10,200		P.E. all phases incl. P.S.&E. preparation & P.E. by Utility & R.R. forces (Future 4-12' lanes H.T. pave., 16' median & 10' shldrs) ROW - 150' normal Access Control - Partial Parking restrictions - none
5.1	46,500	36,300	10,200		

REMARKS

-OVER-

USCOMM DUSCOMM-DC 4082

Warren-Scappoose Section

Project No. RF-27(9)

Existing Facility:
Roadway: 22' bituminous surfaced roadway with 9' shoulders.
Structures: Scappoose Cr. Bridge--105' RCDG, HC 33'4", H-15
N. Fk. Scappoose Cr. Bridge--89' RCDG, HC 26', H-15
Honeyman Cr. Bridge--28' RC Slab Span, HC 42', H-15

Adjacent Sections:
S. End: 4-12' lanes H.T. pavement, 8' median & 4' shoulders.
N. End: 2-12' lanes H.T. pavement, with 8' paved shoulders.

Project Data: The work consists of all phases of preliminary engineering including location/design study report, environmental impact statement, P.S.&E. preparation and preliminary engineering by Utility and railroad forces as required for the future construction of roadway facilities, provide for 4-12' lanes high type pavement, 16' median and 10' shoulders.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved

Location/Design Public Hearing: Held May 24, 1972.

A-95 Review: State and District 2 Clearinghouse letters of approval dated November 8, 1971 and December 23, 1971.

Environmental Statement: The final environmental statement will be submitted under separate action. Draft environmental statement submitted December 20, 1971 and cleared by Federal Highway Administration for circulation January 1, 1972.

Information for PR-37:
Preliminary Engineering:

Field	$18,500
P.S.&E. Preparation	28,000
Total	$46,500

Note: This project is in congressional District No. 1.

8798

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 25, 1973

SUBJECT:

To: Mr. D. H. Moehring
Maintenance Engineer

I am enclosing a layout for a proposed scale site on the Lower Columbia River Highway. The location of the site was suggested by L. W. Rulien. A copy of his letter is attached. The site is located about one-half mile southerly of the Multnomah-Columbia County line.

The layout will accommodate future four lanes of the existing highway as well as a possible Scappoose bypass to the westerly side of Scappoose; however, it will not accommodate an easterly bypass. If it is determined that an easterly bypass is required, it will be necessary to locate another site.

It is recommended that this site be considered in future Division planning for the area and that the previously proposed site location on the Warren Section be eliminated. Your review and concurrence is requested.

Victor D. Wolfe
Location Engineer

Attachment

RDH:mc

cc E. S. Hunter
H. S. Coulter
L. W. Rulien

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1972

SUBJECT: Truck Scales
Lower Columbia River Highway

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

At the present time, the Highway Division utilizes one scale east of Scappoose on the northerly side of the highway. Considering the improvements now scheduled for the Lower Columbia River Highway, we should project our planning to include a scale located for weighing westbound traffic (near the vicinity of the existing scale) and a second scale to weigh eastbound traffic.

Therefore, please give consideration to planning for construction of an additional scale for eastbound traffic on the Warren-Scappoose Section of the Lower Columbia River Highway at such time as this project is located.

Robert N. Bothman
mp

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: L. P. Shaw
L. W. Rulien

APPROVED
E S H
E. S. Hunter
Date 7-11-72

7-11-72
cc Hall
Boothman
Hamilton
Rulien

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Shaw

Floyd Shaw
Do you agree? If so
so the scale budgeted?
E S H

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 1, 1972
Salem, Oregon

SUBJECT: Proposed Truck Scale
Lower Columbia River Highway
Warren-Scappoose Section

To: R. N. BOTHMAN
Maintenance Engineer

D I V I S I O N

I understand certain hearings have been held concerning construction of the subject section and the project is now in the hands of Locating Engineer Vic Wolfe.

We realize the need of an additional scale in this area for weighing east bound trucks. If at all possible, such a facility should be included in the project.

The only scale in existence on this highway is near the easterly limits of Scappoose. Although it is designed for two-way operation, increasing traffic volumes in recent years have, from a safety standpoint, forced us to utilize it in a one-way operation for west bound traffic only. In other words, east bound trucks are "home free" unless picked off by a loadometer operation.

Incidentally, the existing Scappoose scale will be removed by future construction of the Scappoose Section. The plans for that section should include restoration of the scale. We will contact you in this respect when that project is in the foreseeable future.

R. P. Hamilton
Director of Permits

RPH:db

cc: L. W. Rulien

MAINTENANCE ENGINEER
RECEIVED
JUN 2 1972
AG
L ES AA FILE TA

8798

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 31, 1973

SUBJECT: File 46429-Simmons
St. Helens - Scappoose Section
Columbia River Highway
Columbia County

To: Memo To File

ORIGINAL SIGNED
JOHN R. OAKES

From: J. B. Boyd
Right of Way Engineer

NOTED
A. E. JOHNSON

It appears that from our discussions on this particular file and my subsequent instructions to Ken Rolfe to withdraw our offer immediately that I outline the alternates that were available to us at the time the decision was made by A. E. Johnson.

Alternate 1: We can withdraw our offer and leave the junkyard as is. This first alternate is predicated on the fact that no commitment was made by Mr. Day. A true commitment must be evidenced by an earnest money receipt.

Alternate 2: Withdrew the offer. If Mr. Day is committed legally. The question of relocating the junkyard and still having a potential junkyard site must be settled from a legal standpoint.

Alternate 3: Attempt to purchase the right-of-way and scenic easement from Simmons, relocate Day, this being done with the knowledge that one cannot condemn the right-of-way and must condemn the scenic easement. Simmons has indicated he will deal but not for the $26,600 which was offered him. He wants an amount in the vicinity of $40,000.

Alternate 4: Purchase the scenic easement, pay Mr. Simmons' requested price, or condemn the scenic easement and relocate Mr. Day.

It was decided that Alternate 1 should be followed, and instructions were given to Myron Melick by telephone to follow this alternate. If this is impossible, Alternate 2 will be studied.

JBB:CM
cc A. E. Johnson
Kenneth Rolfe

RECEIVED
STATE HWY ENGR
SEP 4 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 30, 1973

SUBJECT: File 46429
St. Helens - Scappoose
Columbia River Highway
Columbia County

To: Kenneth Rolfe
Regional R/W Supervisor

ORIGINAL SIGNED
J. B. BOYD

FROM: J. B. Boyd
Right of Way Engineer

NOTED
A. E. Johnson

It has been our decision to cease negotiations on this particular file as there appears to be no method of solution.

JBB:JP
cc A. E. Johnson
L. H. Young
Roy Olson

RECEIVED
STATE HWY ENGR
AUG 31 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

198

9

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: June 14, 1973

To: Mr. Victor D. Wolfe
Location Engineer

FROM: L. W. Rulien
Regional Engineer

SUBJECT: Warren-Scappoose Section
Columbia River Highway
Columbia County
Prefix 5-1491

RECEIVED
STATE HWY ENGR
JUN 15 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
L.L. KLABOE

In answer to your letter of May 21, we have reviewed the location plans, particularly with reference to the Joe Fisher property lying between Fullerton Road, Station 1034+40 and West Lane Road, Station 1080+15 and advise as follows.

Mr. Ewen and I met with Joe Fisher, on this date, at his residence adjacent to the proposed location and discussed our plans in detail. The highway improvement plan appears to be well received with the exception of the proposed scale site. The location of the scale site, crossing the Honeyman Creek area, appears to be Mr. Fishers greatest concern relative to the type of full development anticipated for his adjacent property.

Development plans on the Fisher tracts is imminent. The only delaying factor is meeting the necessary environmental aspects with sewage treatment the most serious. Mr. Fisher emphasized that he is working on this matter and that with the demand for newer homes in the St. Helens-Scappoose area the market is very active.

If environmental issues can not be met in the near future, Mr. Fisher states that his plans are flexible and lead towards development of a sizeable golf course in the area.

Pending final action on the Fisher development plans, he stated that he would maintain his cattle operation which involves the usage of approximately 500 acres more or less, evenly split by the highway. Economic conditions would require him to continue the cattle ranch and also the need of the existing cattle underpass. Extension of the cattle pass through our proposed highway would be required and possibly the length would be too great for proper cattle operation.

SP*33475-734

We also discussed the proposed side frontal road between West Lane, Station 1080+15 and private access under the railroad at Station 1100+00. This east side road has previously been shown traversing through the Hlavinka and Columbia County park property previously donated by Joe Fisher. Mr. Fisher related that Columbia County desires to return this property since they are having considerable trouble with development plans and basically sewage provisions. Columbia County attempted to deed this back to Joe Fisher, however, legal aspects restrict sales of park property. A trade is now being attempted by the Columbia County Parks Division.

In any event, if the park property can not be used for 60 foot roadbed section, we suggest that the alignment be shifted westerly utilizing a 60 foot strip adjacent to the Columbia County park property.

In summation, I reinterate that the highway improvement plans were very favorable to Mr. Fisher with the exception of the scale site. Regarding the scale site, I propose to continue investigation for an alternate site and further Region discussions with C. C. Deyo. I will advise the results.

RTE/bd
cc: R. T. Ewen

Con 21-
Loc R(2)
4p

May 25, 1973

Mr. J. O. Fisher, Sr.
Route 2, Box 70
Scappoose, OR 97056

Dear Mr. Fisher:

This is in answer to your recent letter regarding the status of the Warren-Scappoose Section of the Lower Columbia River Highway.

We are now evaluating the testimony presented at the May 24 hearing in preparation for application to the Federal Highway Administration for routing and design approval on this section.

The final design for the project has not been yet completed. Some of our problems still to be resolved are involved with access to properties such as yours.

We have asked our Regional Engineer, L. W. Rulien, to have one of his staff contact you and discuss the problem you have posed in the development of your property.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: A. E. Johnson
L. W. Rulien (enc.) please have contact made and report.
E. S. Hunter

DB/GCW:mc dpy

FORM E-30-X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1973

SUBJECT: Warren-Scappoose Section
Columbia River Highway
Columbia County

To:

Mr. L.W. Rulien
Region 1 Engineer
Portland, Oregon

The attached copy of letter from J.O. Fisher outlines a problem in development of his property which is related to our proposed project. Since he is concerned about the development of his property, it would seem wise to consult with him in the near future regarding his plans.

We are also confronted by testimony from the hearing in regard to maintaining the existing substandard grade separation with the Burlington Northern Railway which furnishes some access to properties on the river side of the tracks. We are enclosing several ideas which should be investigated, one involving some land donated to the county by Mr. Fisher. We have not been able to determine the status of the land to date from Columbia County.

Please investigate the situation as outlined and give us the benefit of your advice and recommendations.

Victor D. Wolfe
Location Engineer

GCW:jp
Enclos.
cc: E.S. Hunter

JOE FISHER
FREEWAY FORD
1313 WEST BURNSIDE
PHONE 227-6464
1313 WEST BURNSIDE ST. • PORTLAND, OREGON 97209

REFERRED TO
Admin
BY SECRETARY

April 26, 1973

State of Oregon
Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

I am the owner of approximately 500 acres of land on both sides of highway #30 in Columbia County, and my property extends along highway #30 from the Airport Road of the Scappoose Airport north to the Fullerton Road.

This property is very desirable for business property and home sites, and could be developed if I knew what the Highway Department intended to do about widening highway #30 in this area.

If you are not going to widen highway #30 in the near future, in this area, can you give me some indication when the Highway Commission expects to take action on this program.

Very truly yours,

J. O. Fisher Sr.
Rt. 2, Box 70
Scappoose, Oregon

RECEIVED
APR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1973
LOCATION
SECTION

RECEIVED
APR 30 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
WY ENGR
APR 30 73
REFER TO
Hunter
FOR
Info | Prep | Ck | D/R | Sign | Act | File
✓

RECEIVED
APR 30 1973
Vic R/W

Bank of St. Helens

P. O. Box 1248 Phone 397-0696

St. Helens, Oregon 97051

June 27, 1972

REFERRED TO
Adams
BY SECRETARY

Vitali
R. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
JUL 6 1972
DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Department of Motor Vehicles
Salem, Oregon

Dear Sir:

I own considerable property which lies between Warren and Scappoose bordering Highway 30.

I would be willing to give the Highway Department all assistance, at my disposal, in attempting to allow the Highway Department to build the new purposed highway through the center of Scappoose where the present highway now lies.

I would also be very interested in the transfer, by Deed, some of my property in return for like property bordering the county of Multnomah.

Yours truly,

J.O.Fisher

J. O. Fisher, Sr.

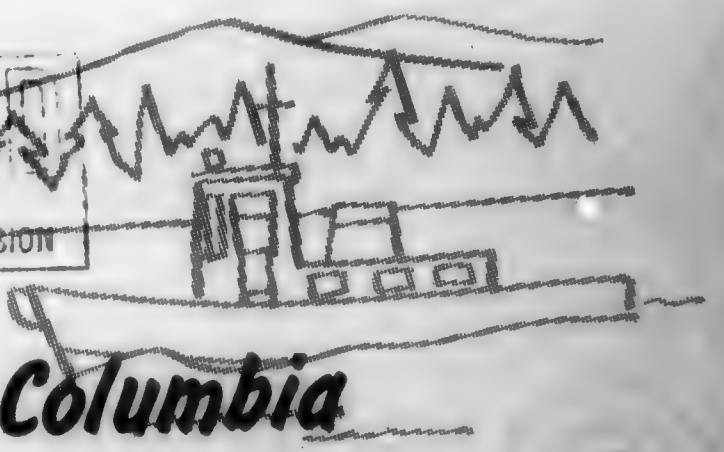
JOF:vs

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FYI
Adams

RECEIVED
JUN 29 1972
OREGON
STATE HIGHWAY COMMISSION



Serving the Lower Columbia

8798

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE April 2, 1973

TO MEMO TO THE FILE

FROM L. W. RULIEN
Regional Engineer

SUBJECT Meeting - Lower Columbia River Highway
Scappoose - St. Helens
March 27, 1973

RECEIVED
APR 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I did, with and at the request of Bob Blensly of CRAG, attend a meeting at the St. Helens courthouse on March 27, 1973. It had been indicated to me that Columbia County had a new planning coordinator and that he had some questions and wanted to be brought up to date on the background of our work in the area.

The meeting was at 11 a.m. and the following were in attendance.

M. E. McMichaels - Chairman, St. Helens Planning Commission
Rod Norwood - Mayor, St. Helens
Keith Thompson - County Road Engineer
Jack Minkoff - County Commissioner
Fred Foshaug - Chairman, Board of County Commissioners
A. J. Ahlborn - County Commissioner
Bert Kinzig - Mayor, Scappoose
Ted White - Planning Commissioner, Scappoose
Fred Marracci - Chairman, County Planning Commission
Dick Dunets - CCOG Planning Coordinator
Ron Reeves - County Planning Administrator

NOTED
E. S. HUNTER

Considerable concern was expressed by those in attendance as to their need to know, and to have determined, the plans for the alternate reconstruction of Highway 30. They indicated that CH2M was currently working on a plan for the City of St. Helens, and that they were going to be working on an update of the plan for the City of Scappoose. They indicated that the location of Highway 30 was fairly basic to all of their planning, as well as to approvals of zone changes and local developments.

We went over the current stalemate that exists in Scappoose. I indicated the current status of the Warren Section, namely that it is being studied and that the concerns brought up by those attending the hearing were being considered so that the Commission could act on that survey, and that we had never really undertaken much work in the St. Helens area.

They asked if I thought that their legislators were effective. I indicated that I certainly thought they were, and that we tried to be responsive to not only their representatives, but to the needs of the cities, counties, etc. I went into the current confusion as to our own financing; I went into the needs for Environmental Impact Statements and to the difficulty that we were experiencing just keeping up with the construction work that was already programmed and in sight.

They asked: "How can we get this thing moving?" I suggested that since this apparently was a concern of the two cities and the county, that they set forth their concern in a letter directed to Mr. Klaboe, and that probably the next step after the letter would be a "low-key" meeting at which would be a representative of our Highway administration and the local public entities to determine what we would be able to undertake by way of survey, etc., etc. There was at this meeting, for about half its duration, a representative of the local press.

My conclusions area:

1) The location of Highway 30 does need to be determined throughout this area so that an orderly development of the area can take place.

2) That we need to develop our alternates in Scappoose and carry them to a public hearing, and that

3) We need to develop our alternates through St. Helens, including Columbia City, and carry them to a public hearing.

LWR/cr
cc A. E. Johnson
E. S. Hunter
Victor D. Wolfe
H. S. Cox
H. E. Woodward

8718

SCAPPOOSE, Hwy 2
Warren-Scappoose Section

Mr. William S. Palmquist
Rt. 1, Box 232
Scappoose, Oregon 97056

March 26, 1973

Dear Mr. Palmquist:

In reply to your inquiry regarding your property at the northerly edge of Scappoose and in the vicinity of Vernonia Road, please be advised that we have checked with our right-of-way section and under present plans it appears that your entire holding in this vicinity would be taken when the Columbia River Highway is widened between Warren and Scappoose.

Unfortunately we cannot give you any accurate date of when this section will actually be constructed, but an estimate would be several years from now. We would therefore suggest that you hook your sewer up (as required by the City) and proceed with normal use of your property until such time as it is actually required by the State.

I have been assured by our right-of-way people that your sewer hook-up will be taken into consideration in the property appraisal. It cannot be guaranteed that you would recover full price of your hook-up cost, but you would be able to operate in a normal fashion until the property is actually purchased.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. S. Cox
County and City Engineer

RSC:mm

Copies to: R/W
Region I

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Scappoose Ore 97056
Mar 22 1973

Mr. H. L. Cox
Highway Bldg
Salem Oregon 97 310

Rt 1 Box 232
Scappoose Ore 97056

Dear Mr. Cox

Your name was given me as the one who might help with my problem,

I own a piece of property on the north bordes of the city of Scappoose, abutting both sides of the Highway 30 on ~~the~~ Vernonia Road,

The city of Scappoose is requiring city sewer hook-ups by June 1st of this year. I would have one at the ~~the~~ shop south of Vernonia Road and one at the Mobil Station north of Vernonia Road.

A representative of the highway department contacted me (maybe a year ago (or more) ~~some months~~ ago informing me that the department was considering using this property to widen and improve the highway and the interchange with Vernonia Road.

Now if this project is still in the making I might be able to get a waver from the city for connecting to the city sewer only in the rear future to have it all taken out for the new Highway improvment. A letter from you to the effect that this project has not been altogether abandoned might help me save some money.

Awaiting your early reply I am

Sincerly yours

Wm. A. Palmquist
Rt 1 Box 232
Scappoose Oregon 97056

RECEIVED
COUNTY & CITY SECTION
MAR 29 1973

8798

bc: L. W. Rulien
Victor Wolfe

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

March 19, 1973

Attention: Commissioner A. J. Ahlborn

RE: Frontage Road
Twp. 3 & 4N., R. 2W., W.M.
Sections 1 & 36
Warren-Scappoose Unit
Columbia River Highway (US 30)

Gentlemen:

On May 24, 1972, a public corridor-design hearing was held on the proposed project on the Warren-Scappoose Unit of the St. Helens-Multnomah County Line Section of the Columbia River Highway (US 30) in Columbia County, Oregon.

Subsequent studies and discussions have determined a possible need and desirability for an additional frontage road in the southeast quadrant of the Columbia River Highway and West Lane Road intersection.

The area to be served would be easterly of the Burlington Northern Railroad and southerly of West Lane Road, lying easterly of the Columbia River Highway. This area may partially have been established as a public park, and if the frontage road were to be constructed, we would appreciate the use of a portion of the property for road purposes.

If the Board of Commissioners concurs in the foregoing, will you please indicate approval by signing this letter in the spaces provided.

We appreciate your interest and cooperation in this and other highway matters in Columbia County. Should any questions arise, please feel free to contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED ..... 19....
BOARD OF COMMISSIONERS OF ..... COUNTY
BY .....
.....
.....

DNH:mm
Att: Maps
cc: A. E. Johnson
E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

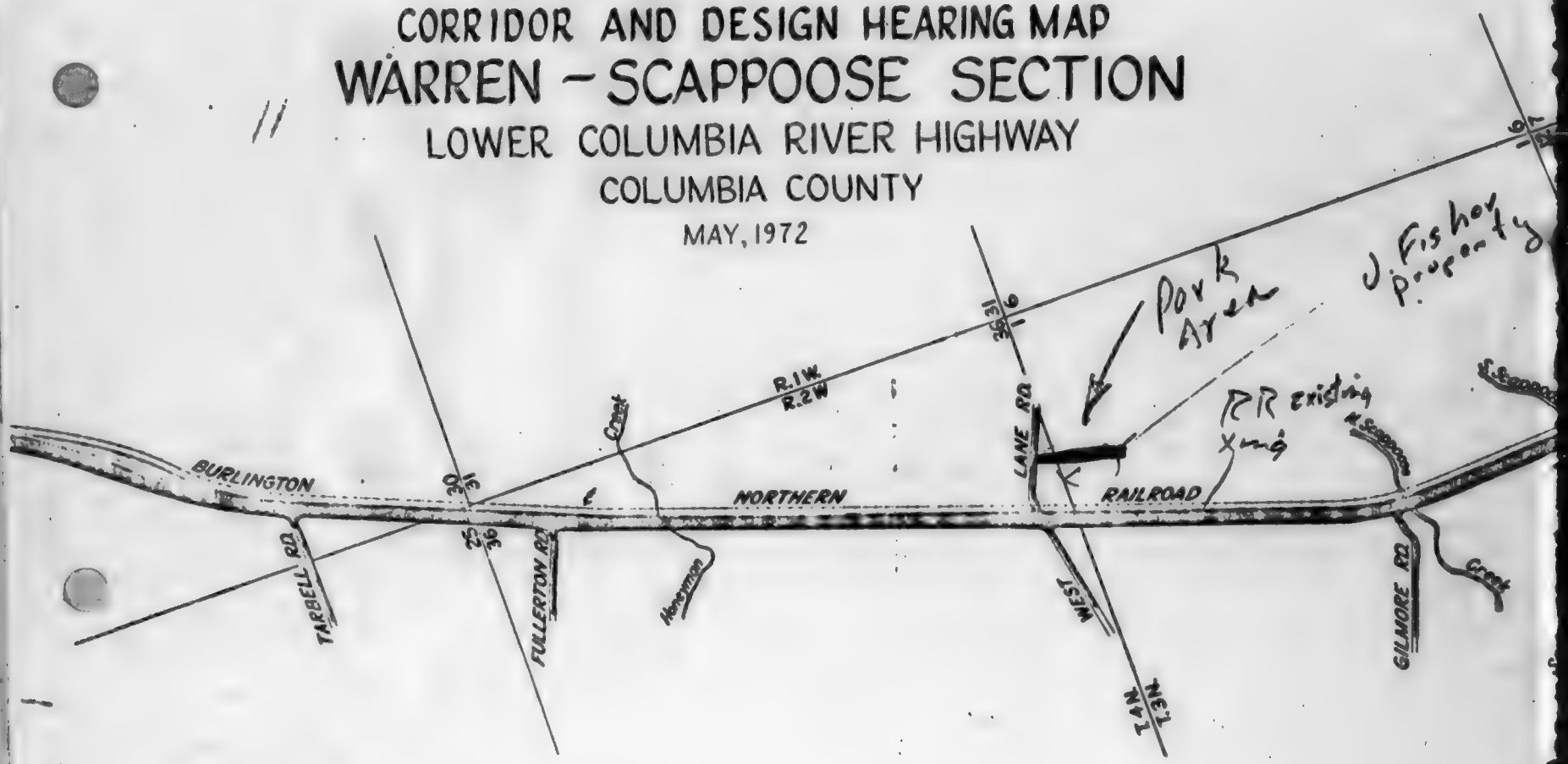
CORRIDOR AND DESIGN HEARING MAP

WARREN - SCAPPOOSE SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

MAY, 1972



OREGON STATE HIGHWAY DIVISION

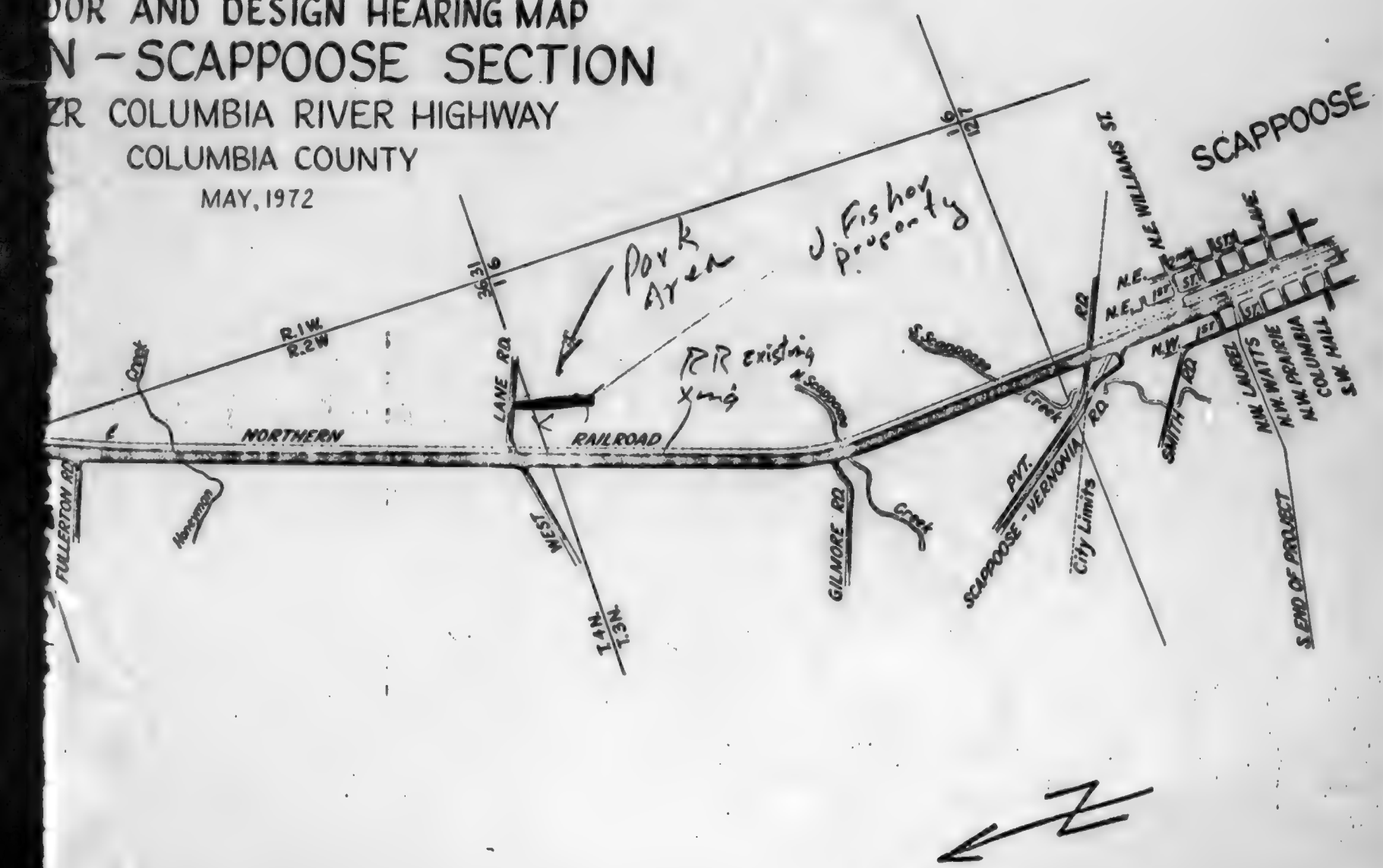
OOR AND DESIGN HEARING MAP

N - SCAPPOOSE SECTION

ER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

MAY, 1972



8798

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 12, 1973

TO L. W. Rulien, Region I Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Advance Acquisitions
Warren Unit
Lower Columbia River Highway
Columbia County

NOTED
E. S. HUNTER

Advance acquisition requests for Giberson (sent in 1/3/73) and Peterson (sent in May 1972) have been approved by Mr. Hunter. Your review of the Peterson request to see if this is still valid would be appreciated.

Design approval has not been requested on this section since some of the investigations requested at the public hearing have not been finalized. The project is still being carried on the program for late 1974.

ADO:jn
cc: E. S. Hunter
J. B. Boyd
V. D. Wolfe

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8798.

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 26, 1973

SUBJECT: Riesterer Lumber Company
Warren Unit
Columbia River Highway
Columbia County

To: Mr. L. W. Rullen
Region Engineer

In reference to your January 24 communication on the above subject, it would appear that your recommendation is the only route we can go.

Thank you for advising me.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter (w/att)

RECEIVED
JAN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 24, 1973

TO VICTOR D. WOLFE
Location Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Riesterer Lumber Company
Warren Unit
Lower Columbia River Highway
Columbia County

We made a pitch for an early purchase of the subject property due to expansion plans of the lumber company. Because of the urgent need for this expansion, it appears to be too far along to stop at this time. For your information I attach a letter from Mr. Ewen and I would recommend that we let "nature take its course".

LWR/cr
Attachment
cc R. T. Ewen

RECEIVED
JAN 25 1973
LOCATION
SECTION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 18, 1973

SUBJECT:

To: Mr. L. W. Rulien
Regional Engineer

Riesterer Lumber Company
Warren-Scappoose Section
Lower Columbia River Highway
Columbia County
Prefix 5-1491

This letter is written in response to Mr. Wolfe's letter to you dated January 11, 1973.

Riesterers have constructed a new pole frame sheet metal clad building that lies partially within the proposed R/W. They have also purchased a 7" capacity chipper saw to install in this building. Two new metal chip storage bunkers are on order with delivery expected in approximately two weeks.

This expansion of their stud and chip production facility was necessitated by a large increase in raw material. To insure their supply of raw material, Riesterers were obliged to agree to accept this additional inventory. They have made temporary arrangements for another mill to convert this material until the first of February 1973, when they hope to have their chipper saw in operation. The recent cold freezing weather has set back their anticipated start up date to the middle of February.

Riesterers have no place to relocate, as of this date, and are faced with conversion of an expanded inventory of raw material as of February 1, 1973.

R/W costs are estimated as follows for the present operating facilities:

Land	- $ 8,550	
Improvements within the proposed R/W	- 60,000	
Damages to remaining improvements	- 60,000	
Moving, incidental & demolition expense	- 32,700	$161,250

Added costs due to addition of chipper saw:

Land	- $ 0	
New building	- 10,000	
Relocation of machinery	- 60,000	70,000
	TOTAL	$231,250

It is estimated 60 days will be needed from date authorization to appraise and negotiate is received in this office until an offer can be made to Riesterers. Industrial files are usually difficult to negotiate and many times end up in the legal section and circuit court.

Due to the urgent need for Riesterers to put their chipper saw in production, the length of time needed by R/W to appraise and instigate negotiations, it is the opinion of the writers that an attempt to process this file as a hardship would only cause insurmountable delays.

Robert Ewen
~~Regional~~ Locating Engineer
Res

Henry M. Brindley
District Liaison Agent

HMB:kf

8798

RECEIVED

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 18, 1972

SUBJECT:

To: Victor D. Wolfe
Location Engineer

FROM:
L. W. Rulien
Regional Engineer

SUBJECT: Access Review - Railroad Undercrossing
Warren-Scappoose Unit
Columbia River Highway

By letter of April 25, 1972 (copy attached) several users of an existing railroad undercrossing structure, which gains access to the present Columbia River Highway from property to the East on the far side of the tracks, wrote in and voiced their concern for proposed loss of this access. The same question, and by some of the same people, was voiced at our recently held corridor design hearing on this section. I have verbally advised the people that the matter was under study, but I have not to date made a formal reply to their letter.

Attached is a copy of a report from R. T. Ewen, together with estimates and supporting data indicating two courses of action which could be followed: (1) perpetuate this access by making the necessary adjustments in our construction, or (2) develop an alternate access by way of a frontal road to the North. Mr. Ewen's report bears out the economic feasibility and the desirability of going the frontal road route. Would you please review this question and let me know what our responsibility should be to these people.

NOTED
E. S. HUNTER

LWR/cr
Attachment
cc E. S. Hunter
R. T. Ewen

RECEIVED
JUL 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 17, 1972

To: Mr. L. W. Rulien
Regional Engineer

FROM: Robert T. Ewen
Resident Locating Engineer

SUBJECT: Access Study
Station 1099
Warren Scappoose Unit
Prefix 5-1491

As per your request, we have conducted an investigation relative to testimony and correspondence given at our public hearing and the use of an existing undercrossing at Station 1099. We have approached this with two thoughts in mind - 1. Revising our existing location, mainly grade, to make under pass functional with new design, the minimum has been considered. 2. The construction of an alternate frontal road easterly of the railroad track, traversing through three separate ownerships and constructed to Columbia County Road standards. A discussion of each plan is as follows:

PLAN NO. 1

In order to use railroad underpass, our future highway grade would require lowering to a minimum of five feet at the point of access, which would allow the approach for the railroad undercrossing to be a minimum of 20%. By lowering the grade, we would then decrease the possible use of the railroad grade crossing at Station 1097+60. This grade crossing is required for servicing the properties by large vans, or farm machinery as required for movement from property. The railroad undercrossing is restricted to 9.6 verticle clearance. The one other access affected by our grade change, located at 1089+80, would be improved by the grade revisions.

Our estimate for additional work required to lower grade, amounts to a total of $53,000 considering additional excavation, extra for paving the underpass approach, etc.

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
JUL 17 1972
☐ TE ☐ UE ☐ DES ☐ SEC

PLAN NO. 2

The proposed frontal road easterly of the railroad, extending from an intersection with West Lane (Airport) Road southerly to a point adjacent to the railroad right of way on the easterly side of the railroad undercrossing. Our right of way liaison agent has investigated and included the cost of the right of way. He believes there would be little problem in negotiating this right of way as it would well serve the abutting properties. The frontal road would eliminate the need of constructing two accesses at grade with the railroad and one access to railroad undercrossing. A check was made with the Corps of Engineers relative to the 100 year flood, with an elevation established at 21.6 feet. The minimum projected elevation of the frontal road as taken from the U.S. Quad sheets would be 22.5 feet.

The estimated cost for constructing this frontal road, with some credit being given to fewer approaches to highway, is estimated at a total of $40,400, which includes $9,300 for right of way.

I attach herewith print of map and print of profile showing location revisions of "L" line for the selection of frontal road construction. Also included are estimate sheets for lowering the "L" line and estimate sheets for construction of the "M" line easterly frontal road. It appears from these estimates and from the knowledge that certain benefits would be obtained to the highway and that the frontal road should be more thoroughly investigated and seriously considered. The frontal road would also eliminate the need of two accesses at to close a proximity for proper highway channelization. The area east of the railroad track will probably provide much additional development in the future.

Please advise if further information is desired.

RTE/bd
att
cc: K. Rolfe

April 25, 1972
Route 2, Box 9-H
Scappoose, Oregon

L. W. Rulien
State Highway Commission
Room 121 State Highway Bldg.
Salem, Oregon 97310

Dear Sirs:

We are writing to express our concern over the proposed widening of Highway 30 just North of the town of Scappoose. The object of our concern is the possible blockage of an underpass beneath the Burlington Northern railroad track which provides access from Lane Road, a dead end road to Highway 30. We feel that it is quite important to retain this underpass because the Burlington Northern train selects this particular stretch of track to park their cars for rather extended periods of time, thus blocking the one railroad crossing for as long as three hours.

In as much, as there are eight families plus a private school located on the Lane road, we feel that it is a neccessity to either retain this underpass or to provide access to some other road for emergency situations such as illness or fires.

Since we are not engineers, we could only guess as to what would be the cheapest solution. We are listing the following possibilities for consideration. One solution would be to limit all widening of Highway 30 to the West side, thus not disturbing the present underpass. A second alternative would be to build a road from the start of the Lane road near Highway 30 North along the East side of the railroad track to the airport road. The last option, and probably the most expensive, would be to build an underpass clear under Highway 30.

We trust that our early communication on this matter

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
MAY 3 1972
☐ TE ☐ UE ☐ DES ☐ SEC

will give your engineers and planners ample time to incorporate our ideas into their final plan. We also have confidence that your department will heed the Governor's mandate that all state agencies will consider human life as the number one resource of the state.

Inclosed is a crude map showing our locations and a suggested new access road.

Yours truly,

Signed:

By: Harlan Scott
Route 2, Box 9-H
Scappoose, Oregon 97056

James L. Marquardt
Jean E. Marquardt
Mark L. Hanna
Beth Hanna
Mary W. Harris
Bertha E. Harris
Robert Stanley
Geneva M Stanley
W L Clemmer
Richard W. Peake
Mary Peake
Bill & Carolyn Dodds
Harlan N Scott
Mollie Scott

8798

RECEIVED
JUN 1 - 1972
FOR FILING

May 31, 1972

Mr. C. R. Hald, Engineer
Rose Valley Telephone Company
P. O. Box 647
Scappoose, Oregon 97056

Dear Mr. Hald:

This will acknowledge your letter of May 25, 1972, and the enclosed postcard indicating that you would like to propose stopping the project at West Lane Road.

The Warren-Scappoose Section is scheduled for letting during the second quarter of calendar year 1975. You will be contacted by our Utility Liaison Engineer Ted Litchfield well in advance of that date.

If you have additional questions regarding the project, I would suggest you contact either Mr. Litchfield, who is located in the State Highway Building in Salem, or Mr. L. W. Rulien, Region Engineer, 9200 S. E. McLoughlin Boulevard, Portland 97222, telephone 654-7741, Extension 262.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
Floyd Query
Victor D. Wolfe
L. W. Rulien
Ted Litchfield

REFERRED TO
admin
BY SECRETARY

ROSE VALLEY TELEPHONE COMPANY
P. O. BOX 647
SCAPPOOSE, OREGON 97056

May 25, 1972

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Sir:

In regard to the new expressway that will soon be under construction on the outskirts of Scappoose, (known as Scappoose-Warren section), we would like the following things to be considered in aiding the Utilities Companys in the relocation of their facilities.

In order to have the adequate length of time to complete the job we would offer for your consideration, a six to eight month advance notice from the time of acquisition of Right-of-way to the actual beginning of construction, would be of great value to the Utilities Companys. This would also enable the successful bidder to expedite their construction and complete their contract without delay and prevent a possible penalty or extension of the contract by the state.

Due to limited access on and off the expressway it will also be necessary for steps to be taken in making provisions for building and maintaining lines and poles where aerial plant is necessary.

Yours truly,

C R Hald

C. R. Hald Engineer
Rose Valley Telephone Company

5-26-72
RETURNED TO
Hunter

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1972
OREGON
STATE HIGHWAY COMMISSION

Name BOB HALD
Please Print

Address PO BOX 647 % ROSE VALLEY TELEPHONE CO

City SCAPPOOSE OREGON Zip Code 97056

Proposal: ST. HELENS—MULT. CO. LINE SECTION (WARREN—SCAPPOOSE UNIT)

Highway: COLUMBIA RIVER HIGHWAY

Preference: This Proposal ☐ Alternate ☒ None ☐

Reasons/Comments: I WOULD LIKE TO PROPOSE STOPPING THIS AT WEST LANE RD.

RECEIVED
JAN 26 1972
Oregon
STATE HIGHWAY COMMISSION

Will you attend the Formal Hearing: Yes ☐ No ☐
If Hearing Transcript desired, check ☒, return immediately.

FIRST CLASS
PERMIT NO. 4
Salem, Oregon

BUSINESS REPLY MAIL
No Postage Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

8798

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 20, 1972

SUBJECT: Warren & Warren - Scappoose Units
St. Helens-Mult. County Line Section
Columbia River Highway
Columbia County

To: Mr. D.H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attention: John Oakes

The following information pertaining to the above units of the St. Helens - Multnomah County Line Section are submitted as requested.

Effect of Other Agencies on Relocation

The major new project which might affect housing requirements in this area is the construction of the Trojan Nuclear Plant near Rainier. Portland General Electric officials stated that slightly less than 600 persons are presently employed in construction of this plant. This number will increase to 1,000 by late summer and maintain this level until the summer of 1973. Upon completion of construction in the fall of 1974, 60 to 70 employees will be required to operate it on a permanent basis. About one half of the present construction force departing the plant turn north toward Longview. The remainder turn south toward Portland. This construction seems to have had little effect on housing in the St. Helens to Scappoose area.

Permanent employees will probably seek housing in the community near the plant which lies about midway between St. Helens and Longview. The Trojan Nuclear Power facility is not expected to adversely affect relocation of people displaced by the Warren & Warren - Scappoose Units of the Columbia River Highway.

Other Governmental Agencies

This project does not affect any publicly-owned land, such as a park, recreational area, or wildlife refuge. Not true

Leadtime Requirements

Leadtime needed by the Regional Right of Way office to carry out a timely, orderly, and humane relocation program is estimated at 18 months from when the date descriptions are received with instructions to appraise and negotiate for purchase.

Leadtime is itemized, as per attachment.

These activities, of course, will overlap, as indicated by the graph. The individual activities may in actual practice vary from the allocated time in this estimate.

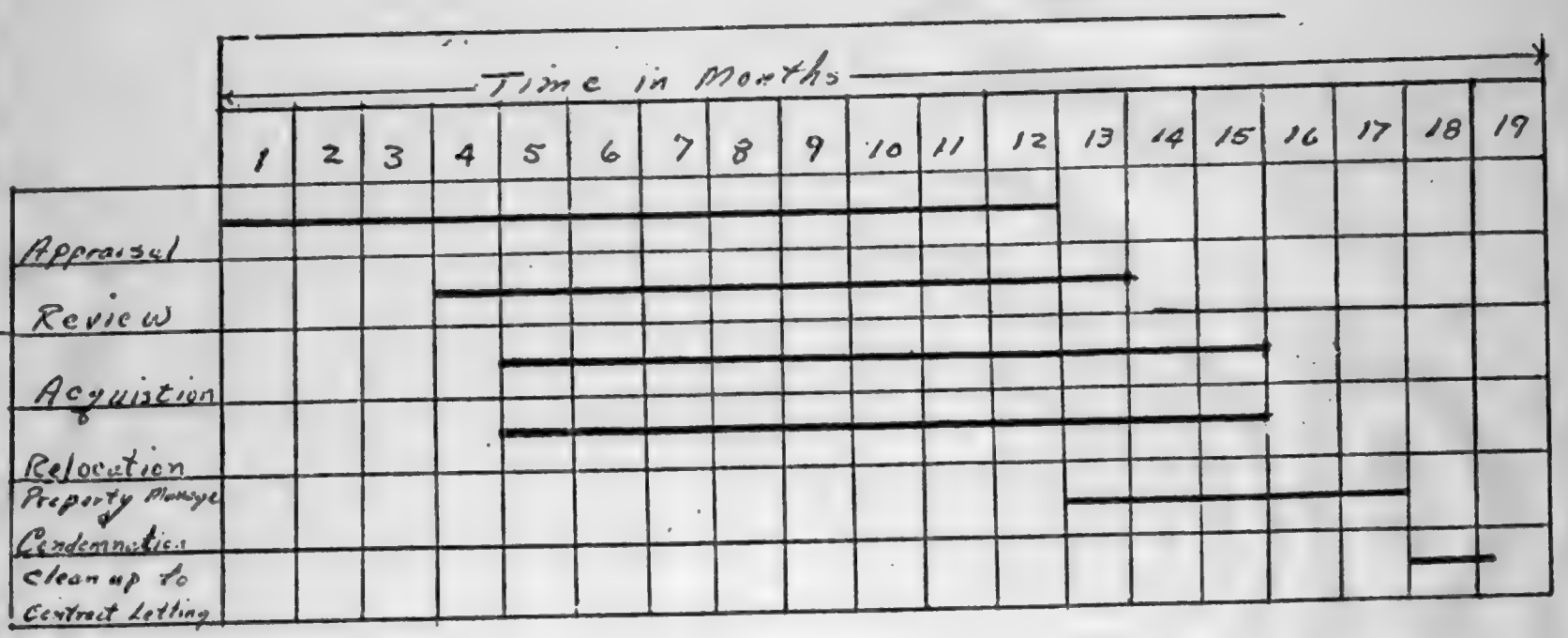
Henry M. Brindley

Henry M. Brindley
District Liaison Agent

HMB:sdl

Attachment

CC: D.H. Moehring


Time in Months
1
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17
18
19
Appraisal
Review
Acquistion
Relocation
Property Manage
Condemnation
Clean up to
Contract Letting

8798

RECEIVED
APR 18 19

F. B. Klabo

CERTIFIED MAIL

FOR FILING

OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

April 17, 1972

NOTED
F. B. KLABOE

Board of Commissioners
Columbia County Courthouse
St. Helens, Oregon 97051

Attn: Hon. Norman W. Barmeier
Chairman

Gentlemen:

The Oregon State Highway Commission has proposed plans for right-of-way acquisition and reconstruction on the Warren-Scappoose Unit of the St. Helens-Multnomah County Line Section of the Columbia River Highway (US 30), lying in or near the city of Scappoose and community of Warren, Columbia County, Oregon. The proposal provides for widening the existing facility to a four lane highway consisting of four 12-foot travel lanes, 16-foot median for left-turn movements, and 10-foot shoulders. A pedestrian-bicycle pathway will be provided on the westerly side of the new facility. The proposal is approximately as shown on the attached map.

This is to advise you that informal informational corridor-design sessions will be held in the Circuit Court Room, Columbia County Courthouse in St. Helens, Oregon, on Tuesday, May 23, 1972, between 7 p.m. and 10 p.m., and also on Wednesday, May 24, 1972, from 2 p.m. to 5 p.m., with State Highway Division engineering and right-of-way personnel present to discuss the proposal, including relocation assistance programs, with persons who may be affected by the project.

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the corridor-design route features will be held in the Circuit Court Room, Columbia County Courthouse in St. Helens, on Wednesday, May 24, 1972, starting promptly at 7:30 p.m. Right-of-way and construction schedules will be discussed and opinions and views accepted at this formal hearing with an additional 10 days allowed for further written statements or comments. A statement pertaining to the project from you or other interested persons would be appreciated at the hearing.

A statement regarding the environmental effects this proposed project will have on the area will be available in the Regional Highway Office in Milwaukie, and Room 207 of the State Highway Building in Salem after April 10, 1972, and also at the hearing for review and information.

In order that all interested persons may be informed of the proposed plans, the Highway Commission will have a public notice published in the appropriate newspapers in the vicinity on Thursday, April 20, 1972, and on Thursday, May 18, 1972, or the nearest publication date thereto.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt

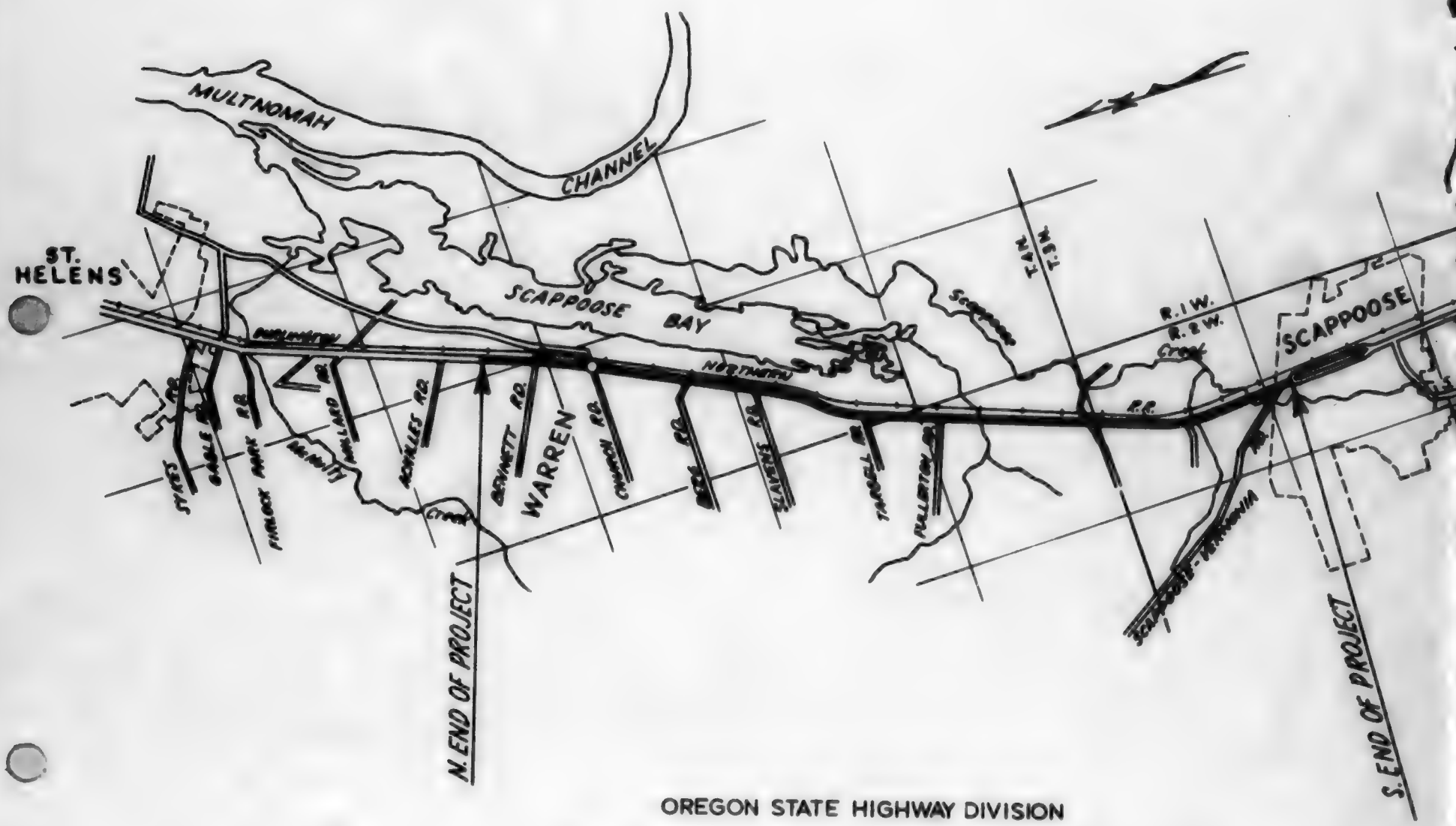
Map Attached

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Highway Commission, 3
G. M. Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
G. L. Ross
G. L. Sund
R. B. Sipprell
J. J. Earley
R. N. Bothman
H. S. Cox
L. E. George
F. L. Hall
W. J. Hart
L. I. Lindas
D. H. Moehring, 3
C. T. Keasey
R. E. Royer
V. E. Skoog
D. G. Talbot
V. D. Wolfe
L. H. Young
R. W. Ellison
W. H. Tebeau
A. D. Olson
R. N. Chase
G. C. Wills
D. R. Byard
A. G. Duble
B. L. Gifford
D. L. Trout
D. E. Keyes
A. L. Priem
T. W. Litchfield
Region Engr. L. W. Rulien
District Engr. H. E. Woodward

Department of Transportation, Sam Haley, Director
Ports Division, Salem
Federal Highway Administration, Salem and Portland
U. S. Department of Housing, Urban Development; Portland and Seattle
Regional Coordinator, U. S. Department of Interior, Portland
National Park Service, U. S. Department of Interior, Portland
Bureau of Outdoor Recreation, U. S. Department of Interior, Seattle
Federal Aviation Administration, Seattle
Bureau of Sport Fisheries and Wildlife, Portland
Local Government Relations Division, Salem
Office of the Governor, Natural Resources, Salem
Department of Environmental Quality, Portland (2)
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Economic Development Support, Salem
Soil and Water Conservation Committee, Salem
State Marine Board, Salem
Division of State Lands, Salem
Public Utility Commission, Salem
Oregon State Board of Health, Sanitation-Engineering Div., Portland
Aeronautics Division, Salem
Oregon Council of Architects, AIA, Portland
Oregon Truckers Association, 2153 S.W. Main, Portland 97205
Council of Governments, CRAG, 6400 S.W. Canyon Court, Portland 97221
George W. Dewey & Assoc., 180 Commercial St., N.E., Salem 97301
Traffic Safety Commission, Salem
Columbia Council of Governments, Courthouse, St. Helens 97051
Scappoose City Council, City Hall 97056
St. Helens City Council, City Hall 97051
Columbia Co. Administrative Asst., Courthouse, St. Helens Attn: Robert Vance
Columbia County Engineer, Courthouse, St. Helens Attn: Keith Thompson

cc: Scappoose School Dist. #1J, P. O. Box V, Scappoose 97056
St. Helens School Dist. #502, 215 S. 2nd Street, St. Helens 97051
Columbia I.E.D., 970 Columbia Blvd., St. Helens 97051
Senator W. H. Holmstrom, 125 East 7th, Gearhart 97138
Representative Dick Magruder, Route 2, Box 36, Clatskanie 97016



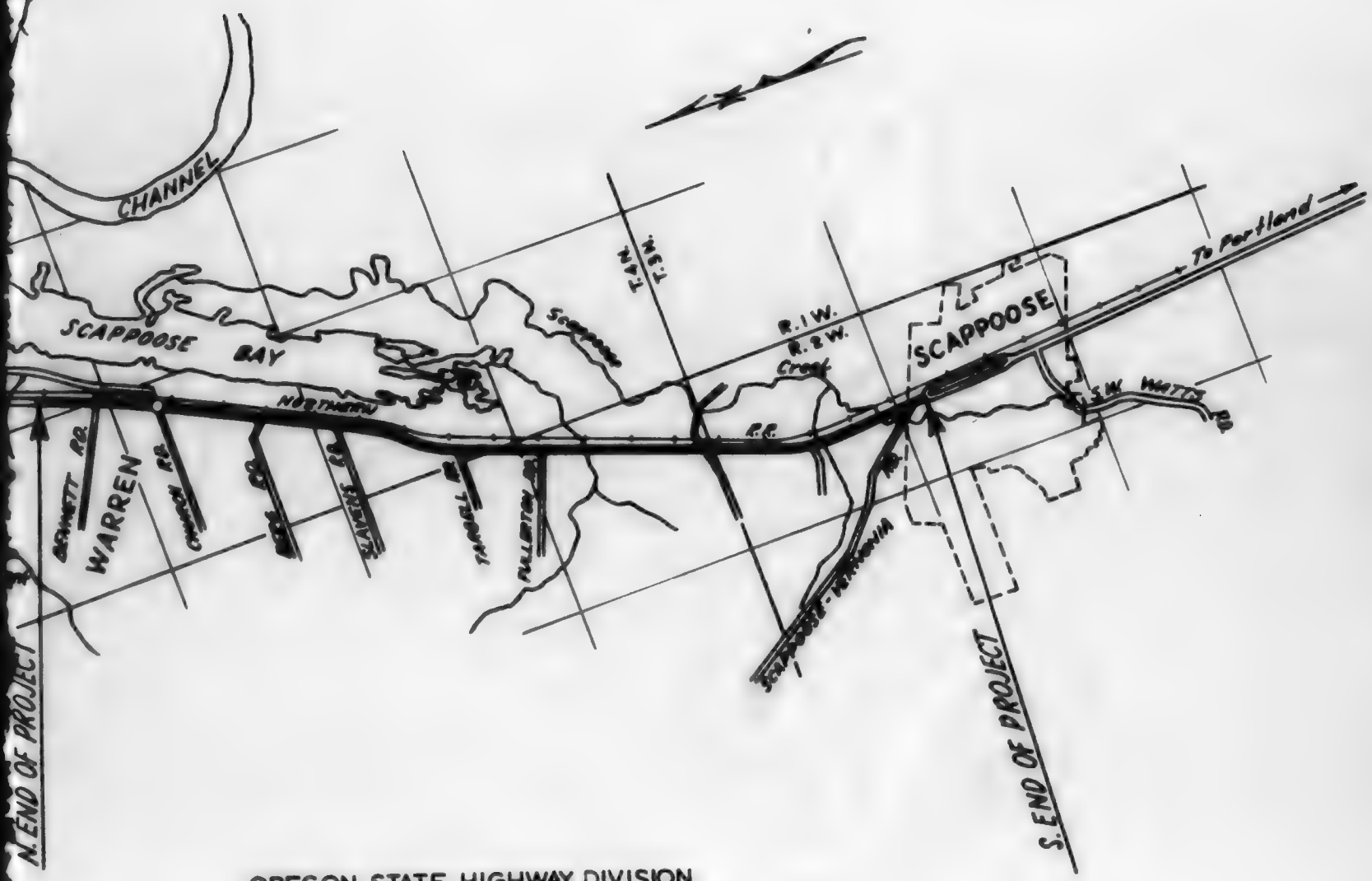
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

8798

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APR 5 - 1972
FOR FILING

Cover
RW
Col R(F)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

April 4, 1972

SUBJECT: Warren-Scappoose Unit
St. Helens-Multnomah County
Line Section
Columbia River Highway

To: Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attention: Donald E. Keyes
Preliminary Rural Design Supervisor

I am attaching a supplementary report for the unit between the Warren Section and the four-lane highway in Scappoose that is proposed to be added to the Warren Unit. This supplementary report is in two sections; a relocation report and a summary of notes and comments.

In addition to these, we will shortly receive further data on the Warren Unit that explains the lack of reports on various buildings shown on the map, and we will receive for both units an addition to the housing study which was requested by the Federal Highway Administration.

John R. Oakes
Assistant R/W Engineer

JRO:ha

Attachment

CC R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Don Byard

NOTED
FLOYD QUERY

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FORM E-30 (REV. 10-69)

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dM
Cor 12(1)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 20, 1972

SUBJECT: PHASE II RELOCATION REPORT
Multnomah County Line-St. Helens
Section
Lower Columbia River Highway
Columbia County

To: Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached are copies of the Phase II Relocation Report on the subject section.

ORIGINAL SIGNED
JOHN R. OAKES

JOHN R. OAKES
Assistant R/W Engineer

JRO:gv
Attachment

cc: R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Robert E. Royer /w/ att.
W. H. Tebeau /w/ att.
Stu Couper /w/ att.

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

8799

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1972

To:

SUBJECT: Frank Marino Property
Warren Section
Lower Columbia River Highway
Columbia County

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

District Engineer, Harry Woodward, did contact Mr. Marino regarding his complaint that the roadway fill was sluffing into his basement.

It was discovered that Mr. Marino's basement does not have any kind of a wall other than a natural exposed dirt excavation under the warehouse. This wall was apparently stable until recent years when the City installed a 3/4" water line which did disturb some of the existing soils resulting in a general settlement of the area and some sluffing into the basement.

The highway shoulder is paved in this area out to the approximate property line, and from that point approximately 10 ft. exists to the edge of the building which is a graveled surface area. The excavation for the sewer line was just inside the right of way line and the crack or break in the surface mentioned by Mr. Marino is immediately adjacent to his building approximately 8 ft. outside of the right of way line. Although the excavation by the City undoubtedly had some affect on the settlement, the actual damage is very questionable, and the obligation of the Highway Division to take corrective measures not appropriate.

I requested Mr. Woodward to contact Mr. Marino and advise him that we would be available to assist him (should any further developments occur) and that he should contact Mr. Woodward directly.

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: L. W. Rulien

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

B. UP
maint report
3-1-72

February 4, 1972

Mr. Frank Marino
2016 N. E. 52nd Avenue
Portland, Oregon 97213

Dear Mr. Marino:

Re: Warren Section
Lower Columbia River Highway
Columbia County

Reference is made to your January 21 letter to Mr. Moehring in regard to your property at the north city limits of Scappoose.

A public hearing on improvement of the section of highway from Warren to Scappoose has been tentatively scheduled for April of this year and until this has been held and reviewed, no consideration can be given to purchase of any right of way. Even then, finances are such that we cannot predict when we will be in a position to program funds for right of way and construction. Your correspondence will be held and acted upon at such time as funds can be made available for advance purchases.

Your comments in regard to the condition of the roadway adjacent to your property have been referred to our Maintenance Engineer for investigation and corrective work where needed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ADO:jh jf
bc: Tom Edwards
F. B. Klaboe
David Moehring
Frank Hall w/att.
R. N. Bothman w/att. - Please investigate, take appropriate action and report.
L. W. Rulien w/att.

Name _____
Please Print

Address _____

City _____ Zip Code _____

Proposal: ST. HELENS—MULT. CO. LINE SECTION (WARREN—SCAPPOOSE UNIT)

Highway: COLUMBIA RIVER HIGHWAY

Preference: This Proposal ☐ Alternate ☐ None ☐

Reasons/Comments: _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Will you attend the Formal Hearing: Yes ☐ No ☐

If Hearing Transcript desired, check ☐, return immediately.

FIRST CLASS
PERMIT NO. 4
Salem, Oregon

BUSINESS REPLY MAIL
No Postage Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

January 24, 1972

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. John Oakes
Asst. Right of Way Engineer

SUBJECT: File: Liaison # 98
Name: Marino
Warren Unit
St. Helens-Multnomah Co. Line Sec.
Columbia River Highway
Columbia County
Prefix No. 5-1491-913

NOTED

In reply to your request for information on the above file, the following is submitted:

Name: Frank Marino - Fee
Residence: 2016 N.E. 52nd Avenue, Portland, Oregon Ph: 288-1827

Location of Subject Property: Junction of Scappoose Vernonia Road and Columbia River Highway at north end of Scappoose. Adjoins private road owned by Crown Zellerbach on south.

Description of Property: This property consists of 0.54 acre. It has a frontage of 227 feet and a depth of 122 feet. It is identified as T.L. 2500 on map 3-2-1-3 Columbia County. It slopes from the highway down approximately 10 feet to the rear of the property. It is served by City water. A City sewer project has been approved, but not yet installed. It is outside the City limits. The property is improved with a commercial type building originally built as a feed store where cattle feed was mixed and sold. The main floor is four feet above road level. It has a 10 foot covered porch which serves as a loading dock. The building has a full basement. The ground level is being used as a second-hand store, antique shop, and storage. The owner also ownes an antique shop in Portland. He has the basement rented for $135/month as a garage. It is known as the Hansen Repair Shop. The owner also has a portion of the upstairs rented for $75/month as storage area. He states he has spent some money rehabilitating the building but did not go further once he heard of the highway project. He says he has had it listed for sale several times but has been unable to sell it for the same reason. A "for sale" sign is posted on the building. The highway taking would be 0.38 acre but Mr. Marino states he would like to sell the entire .54 acre. He stated that taxes were $525.42 and the assessed value is $20,500.

Melvin C. Monroe
MELVIN C. MONROE
Right of Way Agent

es
cc D. H. Moehring

50

0.82 Ac.

Bike Route

0.38 Ac.

50

FRANK MARINO

95 162 +42.2

+95

+42

10 STEINER, PHILIP

01-164

97

+42

+38

+51

50

0.51

300

PALLOTTI, Wm. & Lou H.

8 164-101

102

470

1-9

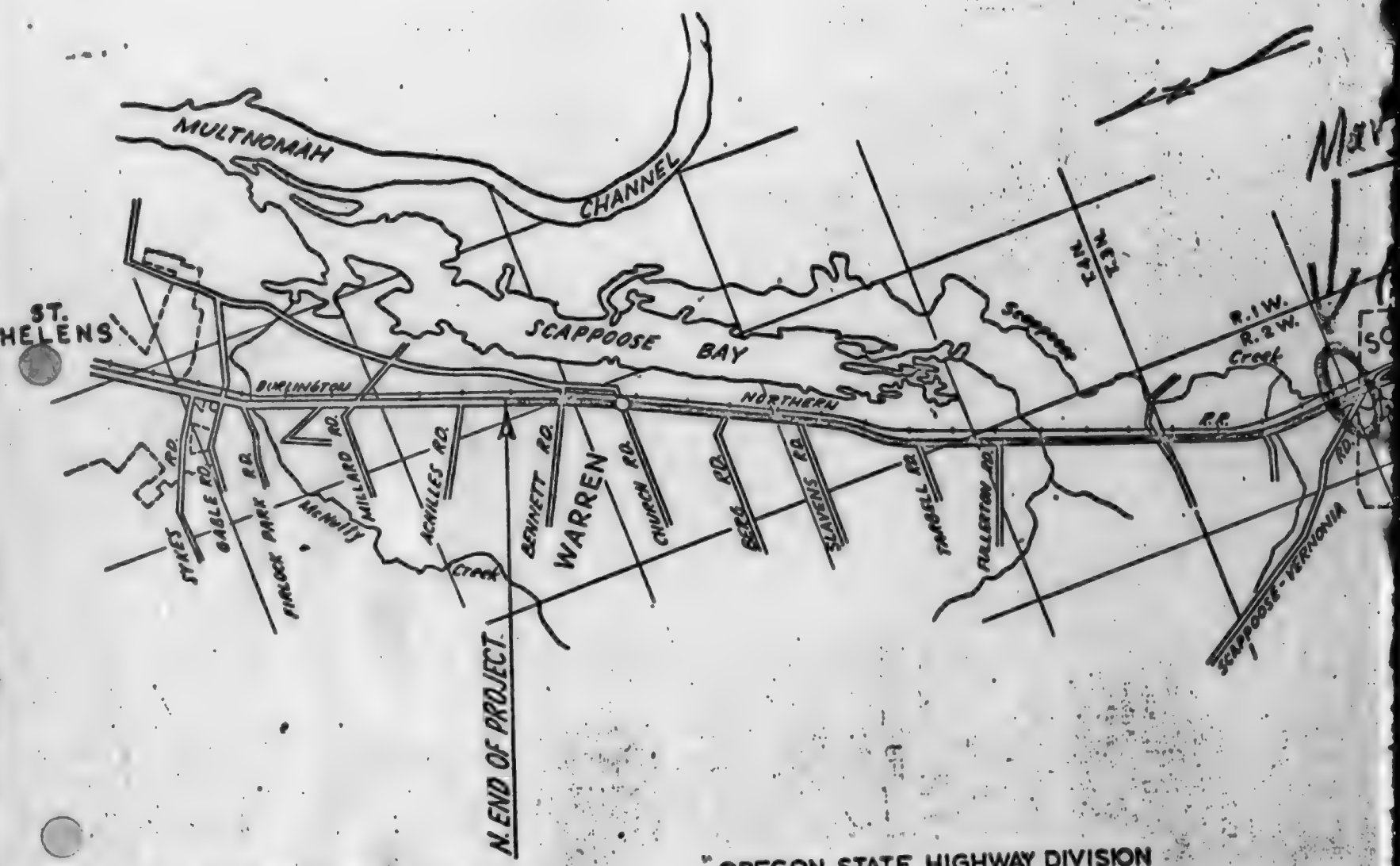
Scrappose

Approximate City Limit

+39

+42

+43



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWA

COLUMBIA COUNTY

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

Portland, Oregon
January 21, 1972

State Highway Division
Salem, Oregon

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
JAN 27 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

JAN 26 1972
STATE OF OREGON

Re: Sea ppose property.

Dear Mr. Mackring,

Mr. Melvin Monroe was to our home this week to inform us of the states intention to use our property in a forth coming highway project.

Our property is located at the extreme north end of Seapposie on highway 30, immediately outside the city limits, just beyond Chapman Road and the Crown Zellerbach Road that run parallel.

Mr. Monroe said the states plans were in the undetermined future, possibly a year or maybe as long as 3 or 4 years and sometimes for various reasons the state will purchase property sooner at the sellers request. We would like to exercise this

option, if possible, for the following reasons.
We have had the building for sale for some time and since there have been rumors in the area for a few years now of the possibility of the state using the property for highway widening. Real Estate brokers have told us it has made prospective buyers reluctant to purchase business property that might be temporary, and understandably so.

We have, in fact, had an agreement with a party to buy the property and upon hearing the rumor in a supposed coffee shop, decide against it.

Then last year we heard of proposed alternate routes (one going east of the city, one going west) so we began thinking about relocating our antiques business in the building. We have had an antiques shop in Portland for over 3 years.

Now, after the visit with Mr. Monroe our plans are in the air again. We don't

Want to go to all the work of relocating and some remodeling if it will be more or less temporary.

And here I must interject the fact that our building immediately abuts the state highway as it now exists, and the road is extremely eroded, breaking away and slipping into our basement. This was caused by the City of Seapprose Water Bureau breaking the asphault and digging along the entire length of our building. There in time, large trucks that have parked temporarily along there have caused the fissure to become wider and wider, hence the slippage into our basement area.

So if we did even temporarily open our business there, all that roadway should be repaired for safety's sake. It is state property and we have no authority to repair it. This was called to the attention

of the state highway maintenance department in Sylvan, Oregon as early as spring of last year.

We have been using the building for storage of surplus stock and also some limited selling of used merchandise, more or less as a feeler, so we would know how business might do there. Also, we have one tenant on the upper floor and one tenant in the basement area. This dangerous condition of the road in front of the store poses quite a problem.

We have come to the conclusion that if we eventually will lose the building anyway, why put any more of our time and money in it and why should the state have the added expense of the major road repair? We might as well reach some agreement with the highway department now.

We have listed the building in the rent

past at the suggested realtors prices of anywhere from $28,500 to $31,500. Since then we have done some interior remodeling. Insurance appraisers have valued it up to $40,000. Our Columbia County taxes on the property is $525.42. This will give you some idea of its worth.

We would appreciate your earliest consideration of this matter and your reply.

Sincerely,
Mr. & Mrs. Frank Marino
2016 N.E. 52nd Ave.
Portland, Oregon 97213

8798

RECEIVED
MAR 7 1972
U.S. ENVIRONMENTAL PROTECTION AGENCY
FOR FILING

REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

February 25, 1972

REPLY TO ATTN OF: M/S 325

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental impact statement Warren-Scappoose Unit, St. Helens Columbia County Line Section, Columbia River Highway (U.S. 30).

Although the statement adequately describes the environment disruptions, it fails to include necessary information concerning the construction practices that will be used in the project. "Normal descriptions" (p.3) of this size and magnitude bring about concern relating to the short-term effects. Specifically, the disposal of slash, tree trunks, bark, etc., resulting from land clearing operations. If open burning is contemplated, the proper state and local air pollution agencies should be notified. The proposed location is close to the Portland Interstate area where air pollution is a problem.

NOTED F. B. KLABOE

The long range visual impact makes mention of slope cutting and "major fill slopes." (p.4) The statement does not include to what extent cutting and filling will take place or are the areas indicated on the sketch map? Will the materials for the fill be acquired on the construction site? If so, what construction process will be used?

Another major construction change will be the new proposed stream channel. What will be the quality of the water during construction? Is there a possibility for heavy refuge to enter the stream during such a major change? Because of the lack of pictures and detailed sketch maps in the statement, it is extremely difficult to see the extent of the implications involved with the project. Maps or pictures, illustrating sewer line changes, school property, industry locations, stream banks, relocation areas and fill areas would add immensely to the clarity of the statement.

cc: March 3, 1972
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
D.H. Moehring
W.D. Albright
H.S. Cox
B.L. Clifford

3/3/72 R Strahan Copyer Rebecca

RECEIVED
MAR 3 1972
OFFICE OF HIGHWAY ENGINEER

L.W. Rulien
D.R. Adams
H.S. Coulter

RECEIVED
MAR 2 1972
PROGRAMING SECTION

BEN GIFFORD

Ben 3-2-72

There is also a lack of adequate information concerning noise pollution. Not included are such things as:

1. The predicted noise levels during construction and methodology to reduce it.

2. Predicted noise levels or adequate information for us to approximate the levels.

   a. Distance from the closest property lines bounding the roadway to the centerlines of the nearest and farthest lanes of traffic.

   b. The predicted number of automobiles expected to utilize the roadway in both directions.

   c. The predicted number of trucks and busses per hour in each direction; (if the road has a gradient of 3% or more, record uphill and downhill numbers separately).

   d. Location of grade and the road gradient where 3% or more.

   e. The mean automobile and truck speeds.

   f. The location of any barriers (formed by road profile, by a solid wall or embankment, by a continuous row of buildings or by the terrain itself) (such barriers must block all residential levels of all buildings from line-of-sight to the road, and it must not have any gaps that would allow noise to leak through).

3. The impact of noise on any residential dwellings.

4. The impact of noise on the Warren or Seventh Day Adventist Schools.

5. The land uses of all property within 500 feet of the roadway.

Generally, the statement only says there will be an increase in noise without any data to substantiate the claim, and without any abatement of control means given.

Because the statement does not give present and projected traffic uses, it is difficult to determine the

environmental impact. An alternative for the project may be in altering the present highway to a level of sufficient safety standards. The addition of one or two passing lanes in strategically placed areas may save in major air, water, and noise pollution.

In summary, the general lack of information in the statement inhibits proper environmental evaluation of the project.

Thank you for the opportunity to comment on this statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

8798

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U.S. GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 23, 1972

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-27(-)
Warren - Scappoose Unit, Columbia River Highway
Draft Environmental Impact Statement

The subject Environmental Impact Statement has been reviewed. The following comments are for your review and consideration in preparing the final environmental statement:

1. Summary Sheet

A. Item (2): It is suggested that this item be expanded to include a brief discussion on degree of access control, as indicated in the last paragraph on page 7 of the draft statement.

B. Item (6): The date the draft statement was made available to CEQ and the public should be January 11, 1972.

2. The final environmental statement should include more detailed maps, photo-mosaics, and/or aerial photographs in order that reviewers can better familiarize themselves with the project area and the extent of the proposed project.

3. DESCRIPTION AND PURPOSE OF PROPOSAL: This section of the statement should be expanded to include all pertinent information required by PPM 90-1, Appendix E, page E-1, Section 2a.

4. PROBABLE IMPACT OF PROJECT ON ENVIRONMENT: This section should be expanded to include a more detailed discussion on the social, economic, and environmental impact of the project on the community of Warren and its public facilities, both the North and South Fork of Scappoose Creek, and the highway-railroad corridor.

5. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS: This section should be expanded to include a statement to the effect that careful detailed study and evaluation of noise impact on both the Warren and Seventh Day Adventist Schools is indicated and will be made.

original to Roper 3-3-72

(more)

3-3-72 REFERRED TO Schroeder DEPUTY STATE HIGHWAY

NOTED TOM EDWARDS

NOTED R.L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6. Clarification is needed whether there is any involvement with Section 4(f) type lands in the instance of the Warren School playground.

7. In general, the draft statement is exceptionally brief and should be expanded as necessary from comments received through the draft environmental statement circulation process. The requirements for appropriate material to be covered in the last four headings (page 6-7) can be found in PPM 90-1, Appendix E.

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8798

RECEIVED
MAR 1 - 1972

FOR FILING

TO: Mr. L. H. Young
Program and Planning Engineer

DATE: February 11, 1972

FROM: Lincoln Hale
Federal Aid Coordination Section

SUBJECT: PNRS #7201 4 010,
Warren Scappoose Unit, Columbia River Highway

The attached Environmental Review was received too late to be included with the initial response. The comments should be of value in preparation of your final review.

Enc.
LH:ml

cc: February 16, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
R.E. Royer
H.S. Cox
B.L. Gifford
H.S. Coulter
John Sheldrake
L.W. Rulien

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972
PROGRAM & PLANNING
DIVISION

cc Royer
Hall
Wolfe
Swenson

NOTED
E. S. HUNTER

BEN GIFFORD
1-7-72

NOTED
R. D. ASBURRY

NOTED
L H. YOUNG

TO: Federal Program Coordination Unit
301 Public Service Bldg.
Salem, Oregon 97310

FEB 9 1972
FEDERAL AID

DATE: January 11, 1972

FROM: See Signature Below

Project Title: Highway Division
Warren Scappoose Unit
Columbia River Highway

PNRS # 72014010

SUBJECT: ENVIRONMENTAL REVIEW

Return Date: February 1, 1972

We have reviewed this project and/or Environmental Impact Statement and have the following comment:

( ) This Project does not have significant Environmental Impact.

( ) The Environmental Impact is adequately described.

(X) We suggest that the following points be considered in the preparation of an Environmental Impact Statement regarding this Project.

( ) No Comment

Explanation and Comments

1. Channel changes should be made during low flow periods.
2. When digging a new channel, water should not be diverted into it until completed (do not operate equipment in flowing stream any more than absolutely necessary).
3. Exposed soil areas should be planted to grass.
4. Shrubs should be planted to stabilize the banks of the new channel.
5. Areas where serious bank erosion may occur should be riprapped.

Agency Oregon Game Commission By Gene Herb for Bill Pitney
Chief, Environmental Management

8398

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FEB 14 1972
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
P30

FEB 8 1972

Mr. George M. Baldwin
Administrator of Highways
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The Draft Environmental Impact Statement for the Warren-Scappoose Unit, St. Helens-Columbia County Line Section of the Columbia River Highway, received with you letter of January 7, has been reviewed by my staff. We do not know of any public park that would be adversely affected by this highway project. The statement is adequate as it relates to our programs and interests. The bicycle trail under consideration would increase outdoor recreation opportunities in the area, if included in the highway project.

We note in the statement the planned taking of approximately 1.7 acres from the Warren School property. If the property taken includes recreation land (playground) that is open for public use, then we would consider the land to also function as a public park. We then believe that the provisions of Section 4(f) of the Department of Transportation Act of 1966, as amended, would apply and you may need to prepare a Section 4(f) Determination.

These are the preliminary views of this office and do not necessarily reflect the views of our headquarters' office or the Secretary of the Interior.

Sincerely yours,

2-14-72
RECEIVED
DEPUTY STATE HIGHWAY ENGINEER

Maurice H. Lundy
Regional Director

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

E. G. Allen, Engineer

cc:
David G. Talbot
Kessler R. Cannon

8178

RECEIVED
FEB 16 1972
FOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

February 3, 1972

Mr. L. H. Young, Programming Engineer
Highway Division
Transportation Department
Highway Building
Salem, Oregon 97310

Re: Warren-Scappoose Unit
Columbia River Highway EIS
PNRS #7201 4 010

COLUMBIA CO.

Dear Mr. Young:

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your Final Statement:

Housing Division

"While the environmental impact relative to housing is adequately described for this project, I would like to raise a further point.

"The draft environmental impact statement on page 5, paragraph 3 states, '...If the project is implemented no person will be displaced without the opportunity afforded to secure safe, sanitary and decent housing.'

"Affording displaced persons the opportunity to secure adequate replacement housing also requires a careful look at the purchasing power of the individuals concerned. It may be that replacement housing, while available, is beyond the means of the person being displaced. Short-run relocation benefits

NOTED
E. S. HUNTER

cc: February 10, 1972
R.E. Simpson FHWA
E.S. Hunter
H.S. Cox
B.L. Gifford
H.S. Coulter
John Sheldrake
L.W. Rulien

CC Wolfe Hall Mackrill Rogers 2.9.72

NOTED
L. H. YOUNG
R. D. ASBURRY
BEN GIFFORD
1/7

will not solve the long-term housing problem of persons with low incomes, particularly people with fixed incomes such as the elderly.

"I would like to see the issue of the purchasing power of displacees addressed more fully in environmental impact statements."

State Department of Agriculture

"A majority of the farms located adjacent to this section of highway cannot be classified as 'working farms', but mainly acreages used as homesites for persons working elsewhere.

" We support the proposed project as presented."

The Fish Commission

"The proposed channel change no matter how insignificant will have an adverse effect on the natural stream bed and the fishery resource. In most instances the stream never regains fully its natural aquatic value."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1972
PROGRAM & PLANNING
DIVISION

8778

RECEIVED
JAN 27 1972
FOR FILE

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

C.O. R. (P)

25 January 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Thank you for inviting the U.S. Army Corps of Engineers to comment on the draft State of Oregon Department of Highways Environmental Impact Statement for the proposed highway, Warren-Scappoose Unit, St. Helens-Columbia County Line Section, Columbia River Highway (U.S. 30), Columbia County.

When we reviewed the statement, no question or comments were raised regarding areas of concern to the Corps of Engineers.

The privilege to comment on the project is appreciated.

Sincerely yours,

Charles B. Brinkely

CHARLES B. BRINKELY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

1-28-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING January

Distribution of information relative to these projects has been made to agencies for review. If your agency was not included in the distribution a examine and comment on any of the proposals, information will be supplied u

Clearing-house #	Applicant	Project Description	Location
72012020	Mid-Columbia Economic Development District	Central Migrant Housing Complex $550,000	Odell
72012030	Good Samaritan Hospital	Construction-New Facility $10,035,000	Corvalli
72012040	City of Shaniko	Shaniko Water System $ 42,080	Wasco Co
72012050	Shady Cove Water District	Water and Sewer Facilities $ 1,230,000	Jackson
72012060	Highway Division	Clear Creek Bridge Section Woodburn-Estacada Highway $ 175,000	Clackama
72012070	Personnel Division	Pre-Retirement Counseling Program $ 106,654	Statewid
72012080	State Library	Lake Oswego Public Library Library Services Improvement $ 18-250	Lake Osw

RECEIVED
JAN 19 1972

1-18-72
REFERRED T
BY DEPUTY STATE HIGHWAY E

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING January 14, 1972

nformation relative to these projects has been made to selected state
If your agency was not included in the distribution and you desire tc
any of the proposals, information will be supplied upon request.

nt	Project Description	Location	Admin. Dist.
mbia Economic ent District	Central Migrant Housing Complex $550,000	Odell	9
aritan Hospital	Construction-New Facility $10,035,000	Corvallis	4
Shaniko	Shaniko Water System $ 42,080	Wasco County	9 NOTED F. B. KLABOE
ve Water	Water and Sewer Facilities $ 1,230,000	Jackson County	8
Division	Clear Creek Bridge Section Woodburn-Estacada Highway $ 175,000	Clackamas County	2
l Division	Pre-Retirement Counseling Program $ 106,654	Statewide	
brary	Lake Oswego Public Library Library Services Improvement $ 18,250	Lake Oswego	2

1-18-72
REFERRED TO
DEPUTY STATE HIGHWAY ENGINEER

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING Ja

Clearing-house #	Applicant	Project Description	Lo
72012090	State Library	Southern Wasco County Library Books and Equipment $ 1,700	Wa
72012100	State Library	Library Association of Portland Service at Drop-in Centers $ 6,000	Po

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

72014010	Highway Division	Warren Scappoose Unit Columbia River Highway	Co
72014020	Highway Division	Industrial Freeway I-505	Mu
72014030	Ross C. Hammond Co., Inc. (HUD Housing)	Country Club Apartments	Eu

* * * * * * * * * *

The United States Department of Interior, Bureau of Outdoor Recreation us that its study of the Applegate Division, Rogue River Basin Project inactive status until economic conditions are more favorable. See att

* * * * * * * * * *

To facilitate computerizing the information relative to federal grants Oregon, the Clearinghouse has switched to a new numbering system effec 1972. The first two digits indicate the year, the second two digits i the last four digits indicate internal filing system.

ant	Project Description	Location	Admin. Dist.
ibrary	Southern Wasco County Library Books and Equipment $ 1,700	Wasco County	9
ibrary	Library Association of Portland Service at Drop-in Centers $ 6,000	Portland	2

AL IMPACT STATEMENTS

Division	Warren Scappoose Unit Columbia River Highway	Columbia County	2
Division	Industrial Freeway I-505	Multnomah County	2
Hammond . (HUD	Country Club Apartments	Eugene	5

* * * * * * * * * * *

rtment of Interior, Bureau of Outdoor Recreation, Boise, has notified the Applegate Division, Rogue River Basin Project has been placed on an economic conditions are more favorable. See attached summary.

* * * * * * * * * * *

izing the information relative to federal grants within the State of use has switched to a new numbering system effective the first of January, igits indicate the year, the second two digits indicate the month and ndicate internal filing system.

PLAN SUMMARY

Applegate Valley Division of the Rogue River Basin Project would be a single-purpose irrigation development. Plan formulation is based upon development of an irrigation plan using water supplies from the authorized Corps of Engineers' Applegate dam and reservoir.

Economic evaluations of various alternative schemes indicate that a plan utilizing pumping from Applegate River directly into buried pipeline distribution systems, and providing sprinkler pressure, resulted in the most favorable comparison of direct benefits with associated costs.

Under this plan, irrigation service would be provided to 6,590 acres of presently dry irrigable lands and 750 acres, presently irrigated, which have an inadequate water supply. Water supplies would be obtained primarily from storage in Applegate reservoir although some natural streamflows and irrigation return flows would be used. Storage for irrigation would be released from the reservoir into Applegate River and would be diverted at four downstream pumping plants near the communities of Ruch, Provolt, Newhope, and Wilderville. All new lands would be served by buried pipeline distribution systems with adequate pressure for sprinkler irrigation. Lands to receive supplemental water would continue to use existing systems and natural flow supplies. Supplemental water would be provided at diversion points from project return flows, exchanges with prior natural flow rights, and gravity releases from the pipeline system into Williams Creek.

Based on comparisons of direct benefits with specific irrigation costs, without storage costs, development of Applegate Valley Division for irrigation is not economically justified using an interest rate of 3-1/4 percent. Also, under these conditions the irrigators would be able to repay only 10 percent of the irrigation distribution system costs and nothing for stored irrigation water in a 50-year period. Since 1967 construction costs have increased 30 percent and the interest rate has increased to 5-3/8 percent, but benefits have not increased appreciably.

Studies were made of several alternative plans with variations in an effort to develop a justifiable plan for providing an adequate water supply to both irrigated and nonirrigated lands in the valley. However, all of the plans failed to meet the minimum conditions of economic justification.

Several factors or circumstances have led to this lack of justification of the Applegate Valley Division; however, two are most apparent. The first is the absence of any large contiguous blocks of irrigable lands which means that an extensive and costly distribution system is required. The second is the absence of other functions to jointly use facilities and share in project costs.

8198

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JAN 17 1972
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United States Department of the Interior

1791
(911)

BUREAU OF LAND MANAGEMENT
Oregon State Office
P. O. Box 2965 (729 NE Oregon Street)
Portland, Oregon 97208

JAN 10 1972

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Young:

We have reviewed your draft environmental statements for the Warren-Scappoose Unit project and the Industrial Freeway (I-505) project. We find that neither proposal crosses or otherwise affects lands under Bureau of Land Management jurisdiction. We therefore have no comments to make on these draft statements.

Sincerely yours,

J. F. Hutchinson

State Director
Acting

BEN GIFFORD

R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
R. E. Royer
H. S. Cox
H. S. Coulter
John Sheldrake
L. W. Rulien

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JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
JAN 12 1972
PROGRAM & PLANNING
DIVISION

Royer
Gifford
1-12-72

8798

RECEIVED
JAN 7 - 1972
FOR FILING

January 7, 1972

Executive Department
Federal Aid Coordinating Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with the National Environmental Act of 1969 (Public Law 91-190), attached are eight copies of the Draft Environmental Impact Statement for State Agency review and comment.

District No. 2 — Warren-Scappoose Unit
St. Helens-Columbia County Line Section
Columbia River Highway (U.S. 30)
Columbia County

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that no comments are forthcoming.

Very truly yours,

-George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Attachments

ELG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
R. E. Boyer
R. N. Chase
H. S. Cox
B. L. Gifford
H. S. Coulter
John Shaldrake
L. W. Rulien

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RECEIVED
JAN 7 - 1972
FOR FILING

January 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Draft Environmental Impact Statement
Warren-Scappoose Unit
Project F-27(-)
Columbia River Hwy. (US 30)
Columbia County

Dear Mr. Simpson:

In compliance with PPM 90-1, we are submitting 18 copies of a "Draft Environmental Impact Statement" dated January 6, 1972, relative to a proposed highway project on the Warren-Scappoose Unit of the Columbia River Highway (US 30) in Columbia County.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Enc.

DAR:dg
bc Tom Edwards
F. B. Klaboe
E. S. Hunter
F. L. Hall
H. S. Cox
R. E. Royer
R. N. Chase
B. L. Gifford

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DEC 15 1971
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bc: George Baldwin
Tom Edwards
F. B. Klaboe
Victor Wolfe
L. W. Rulien

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 8, 1971

Hon. Forrest Sanders
The Mayor
P. O. Box 427
Scappoose, Oregon 97056

Dear Mr. Sanders:

Par your request of Monday, December 6, herewith is a print of the proposed reconstruction on that section of US 30 between Scappoose and the North Scappoose Creek vicinity as a part of the "Warren Section".

Your concern was the proposed four-laning of this section, which, as we pointed out, was in the interest of safety, available monies, etc. To avoid a two-lane gap, this would be included in the proposed project.

Enclosed you will also find copies of the studies around and through the City of Scappoose as discussed with you previously. These are being sent at the request of your City Recorder, Mrs. Virginia Sheldon.

Please be reminded that these are study maps only, subject to change because of agreements, hearings, etc., and are not necessarily, in any event, what will ultimately be constructed.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harwell

NOTED
TOM EDWARDS

D. N. Harwell
Coordinating Engineer

DNH:ljt

Encl.

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DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

8798

RECEIVED
DEC 9 - 1971

R. L. Porter

FOR FILING

MEMO TO FILES, 12/7/71

RE: Warren Section
Lower Columbia River Highway #2 (US 30)
Columbia County and Scappoose

NOTED
R. PORTER

At the request of Columbia County and City of Scappoose, a meeting was held in the Columbia County Courthouse in St. Helens on Monday, December 6, 1971, (2 p.m.) to discuss State's proposal on the Warren Section of US 30 in Columbia County.

Representatives of the various agencies in attendance are as follows:

Columbia County - N. W. Barmeier, Chairman, Board of Commissioners
Jack Minkoff, Commissioner, " " "
A. J. Ahlhorn, " " " "
R. W. Vance, Administrative Assistant, "
Phil Holsheimer, Columbia Council of Governments

St. Helens - Rod Norwood, Mayor
John Zaniker, Councilman

Scappoose - Forrest M. Sanders, Mayor
Therrell Marcott, Councilman

CRAG - Robert Blensly

OSHD - L..W. Rulien, Region 1 Engineer
H. S. Cox, County-City Engineer
D. N. Harwell, County-City Coordinating Engineer

The meeting opened with Blensly explaining CRAG's position in the governmental organization and their receipt of A-95 letter for referral to local government for approval of a reply through CRAG.

Rulien followed with a background of the proposed project and previous matter of Scappoose By Pass, and Harwell outlined the State's proposal for the Warren Section as to work proposed, hearings, length, costs, etc.

General discussion then followed with major concern being the reconstruction of the existing route (connection) between North Scappoose Creek and the existing four-lane section within the city. This amounts to an approximately 4500' (0.85 mile) section of which approximately 1600' (0.30 mile) is in the city.

Scappoose Councilman Marcott was quite vocal as to this proposal being the first step to force the continuation of the facility through town.

It was pointed out that in view of public safety, available financing, programing, etc., it was only logical to connect at this point in the North Scappoose Creek vicinity for continuation of the four-lane section within the city to avoid a gap over a two-lane section.

(more)

Much discussion of this and the over-all proposal followed, after which it was the consensus of all present, including the Scappoose Mayor and Councilman, that the State should proceed at the earliest to bring this matter to a hearing stage and get on with matters in that regard.

The combined corridor-design hearing has been tentatively set for late March, 1972.

The recipients of this memo should proceed on the foregoing basis unless it is determined that this date simply cannot be met.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

cc: George Baldwin
R. L. Porter
Tom Edwards
F. B. Klaboe
Gary Sund
Victor Wolfe
L. H. Young
D. H. Moehring
L. W. Rulien
Floyd Query
Robert Blensly

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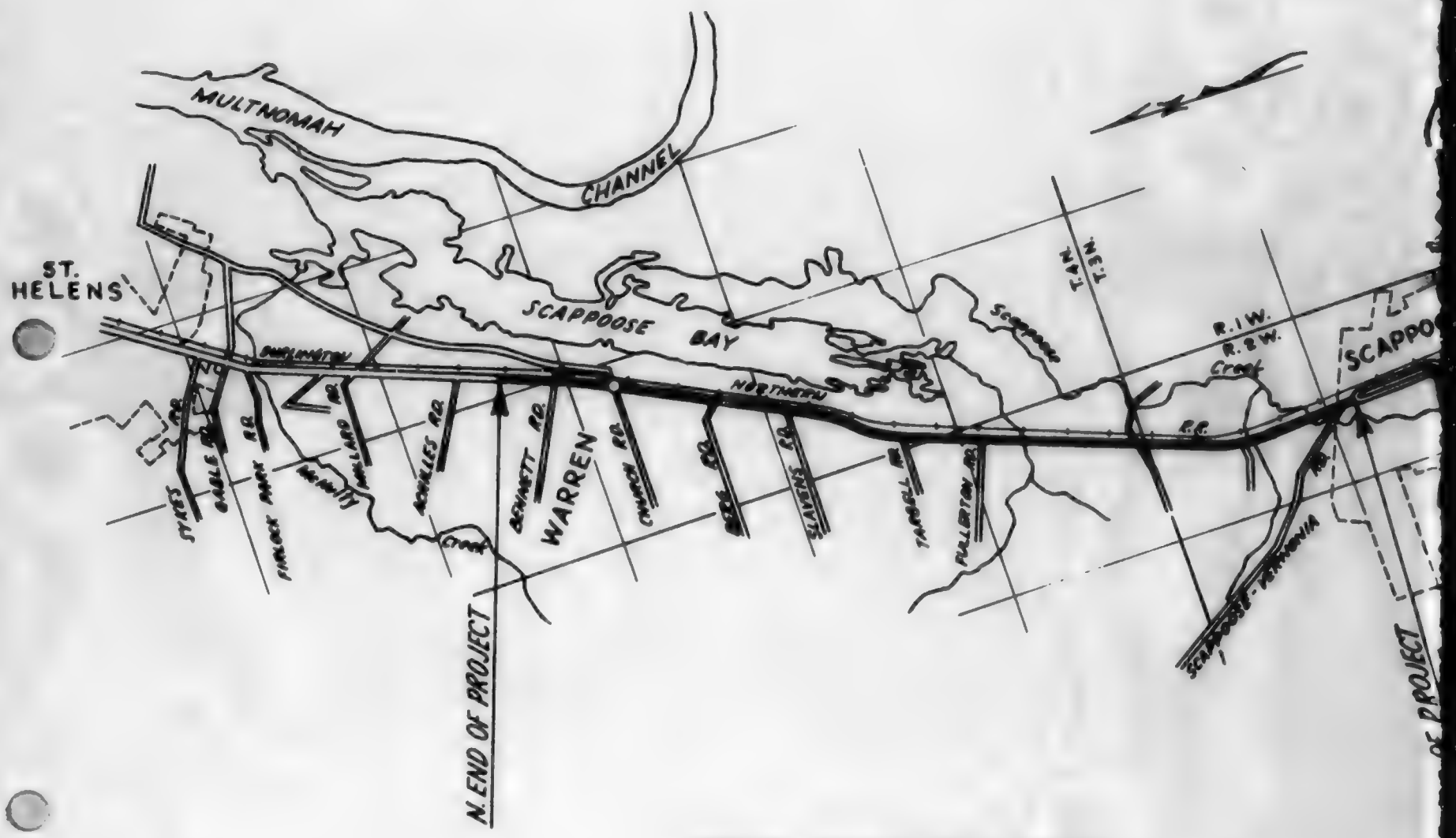
STATE HIGHWAY ENGINEER



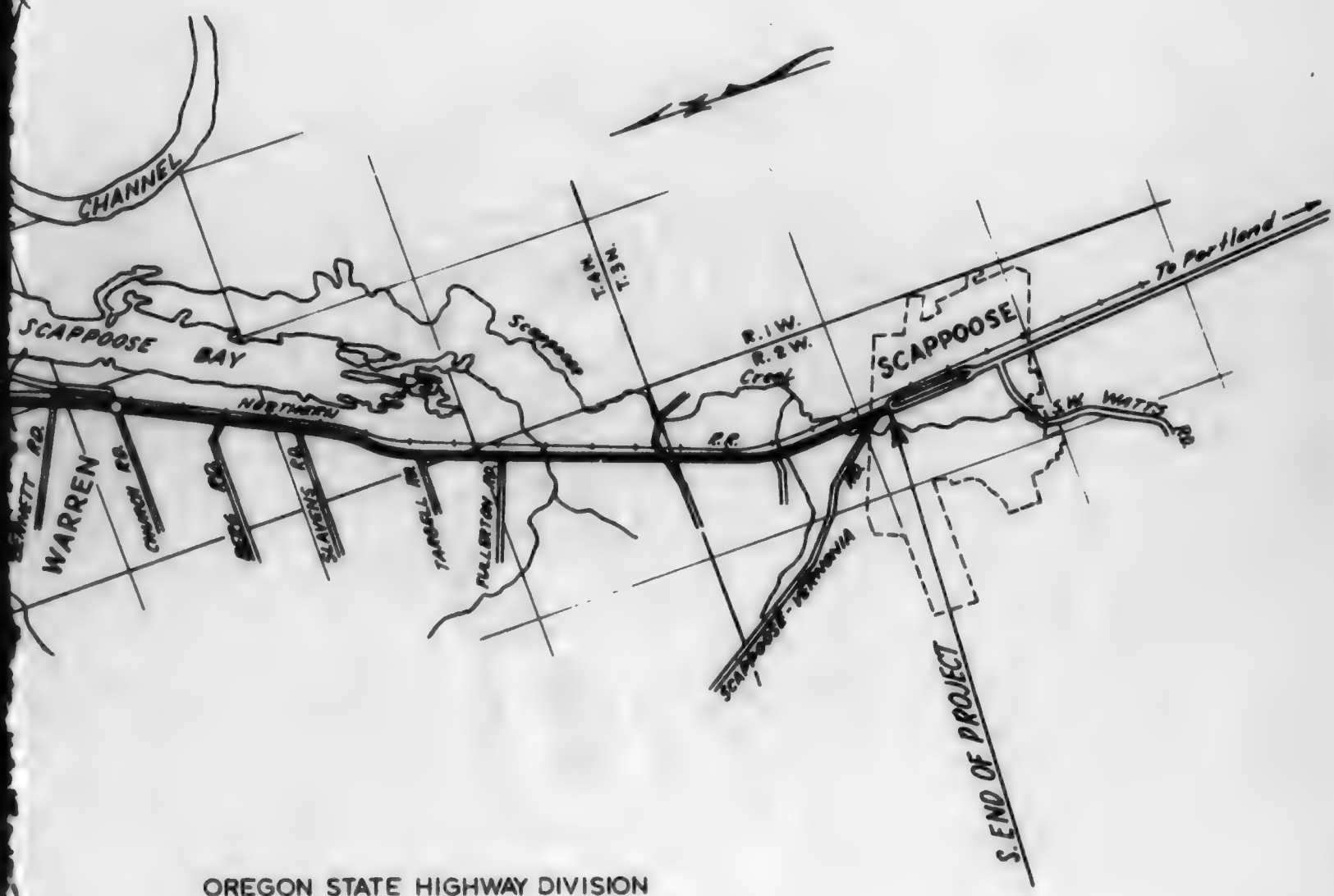
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

Cox — Co-City Engr O.S.H.D.
Forrest M Sanders — Sappose Mayor
RUCIEN — Harry Ruckes — Reg. Engr O.S.H.D.
Harrell — D.D. Harrell — OSHD, Salem
R.C. BLENSLY — CRAG
John H. Zaniker — St Helens City Council
R.W. Vance (VANCE) — Bd Comms
Thornell Marcott (MARCOTT) — Scappose City Council
Jack Minkoff
N.W. Barneson — Bd Comms
A.J. Allison
Phil Holzheimer Jr (HOLSHEIMER) — COG planning coordinator
Rod Norwood (NORWOOD) — MAYOR - St Helens

(DESIGN - CONDITIONAL HEARING)

MARCOTT

NBB - Co reps recommend that rezoning applications be referred to locals for purposes of information & coordination.

Blensly - Exec committee of CRAG told him to get together ad hoc group to get local reaction to highway ~~Corridor~~ proposal. Try to resolve problems before definite design stage. Will comm. re highway

8798

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NOV 12 1971
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EXECUTIVE DEPARTMENT

11-11-71
Young

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 8, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Warren Section, Columbia River Hiway
PNRS #71.0487

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The following agencies are quoted.

Fish Commission of Oregon:

NOTED
F. P. KLASCE

"Steelhead Trout and Salmon utilize Scappoose Creek. Thus fish passage as well as water quality must be maintained in the stream."

The Game Commission:

"There should be no stream crossing alterations."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Cleighton Penwell

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING O

Distribution of information relative to these projects has been made agencies for review. If your agency was not included in the distributio examine and comment on any of the proposals, information will be supplied

Clearing-house #	Applicant	Project Description	Locati
71.0481	City of Grants Pass	Auxiliary Fire Station and Training Center $225,000	Grants
71.0482	Highway Division	Hess Cr.-Chehalem Cr. (Newbert) Section $410,000	Yamhil
71.0483	City of Metolius	Sewage Collection and Treatment $204,550	Metoli
71.0484	City of Dayville	Water Supply and Distribution $ 81,200	Dayvil
71.0486	Highway Division	Grants Pass-New Hope Rd. Sec. Jacksonville Highway $1,500,000	Joseph
71.0487	Highway Division	Warren Section, Columbia River Highway . $4,000,000	Columb
71.0488	City of The Dalles	Secondary Sewage Treatment $354,230	The Da

10-15-71

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OCT 22 1971
FOR FILING

LH 4 10-20-71

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
01 Public Service Bldg., Salem, Oregon 97310

F INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 15, 1971

ormation relative to these projects has been made to selected state
your agency was not included in the distribution and you desire to
ny of the proposals, information will be supplied upon request.

	Project Description	Location	Admin. Dist.
nts Pass	Auxiliary Fire Station and Training Center $225,000	Grants Pass	8
ision	Hess Cr.-Chehalem Cr. (Newbert) Section $410,000	Yamhill County	3
olius	Sewage Collection and Treatment $204,550	Metolius	10
ville	Water Supply and Distribution $ 81,200	Dayville	12
ision	Grants Pass-New Hope Rd. Sec. Jacksonville Highway $1,500,000	Josephine County	8
ision	Warren Section, Columbia River Highway $4,000,000	Columbia County	2
Dalles	Secondary Sewage Treatment $354,230	The Dalles	9

LH4 10-20-71

NOTED
F. B. KLABOE

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 15

Clearing-house #	Applicant	Project Description	Location
71.0489	Portland Bureau of Parks	Old George School Site $ 52,000	Portland
71.0490	Oregon State Library	Pacific Northwest Bibliographic Center-Interlibrary Cooperation $ 5,414	Salem
71.0491	City of Medford	Landscape Improvements Streets and Parks $146,800	Medford
71.0492	Harbor Sanitary District	Sewage Collection System $900,000	Harbor
71.0494	Reedsport Urban Renewal Agency	Neighborhood Development Program $290,304	Reedsport

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

71.0485	Department of Interior	Geothermal Leasing Program	Western Unit
71.0493	Highway Division	Ridgeview School-Malloy Ranch Section, Succor Creek Highway	Malheur Coun

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STATE HIG

TO APPLY FOR FEDERAL AID: WEEK ENDING October 15, 1971 Page 2

	Project Description	Location	Admin. Dist.
	Old George School Site $ 52,000	Portland	2
rary	Pacific Northwest Biblio-graphic Center-Interlibrary Cooperation $ 5,414	Salem	3
	Landscape Improvements Streets and Parks $146,800	Medford	8
	Sewage Collection System $900,000	Harbor	7
	Neighborhood Development Program $290,304	Reedsport	6

CT STATEMENTS

Geothermal Leasing Program	Western United States	
Ridgeview School-Malloy Ranch Section, Succor Creek Highway	Malheur County	14

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OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8798

RECEIVED
OCT 18 1971

STATE OF OREGON

INTEROFFICE MEMO

TO: R. L. Porter, State Highway Engineer DATE: October 12, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

young
10-15-71

SUBJECT: Warren Section, Columbia River Highway
PNRS #71.0487

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 5, 1971.

If you have questions or need assistance, please let us know.

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

81.128-0015

NOTED
F. B. KLABOE

8798

RECEIVED
OCT 12 1971
FOR FILING

October 11, 1971

Executive Department
Federal Aid Coordination Unit
201 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2 — Warren Section
Columbia River Highway
Columbia County

Federal-Aid Primary

The estimated date of filing for federal-aid funds on this project is May 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

HLG:jo

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Marchant
D. H. Mashring
W. D. Allbright
R. E. Boyer
W. H. Tabeau
M. S. Cox
B. L. Gifford
R. H. Chase
L. W. Rulien
John Sheldrake
R. L. Schroeder

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Warren Section
Columbia River Highway
Columbia County
October 11, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon,
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No ...X..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District two (2) City Scappoose

County Columbia Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - - -

3. **Federal Program**

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 2,400,000
Loan ..... Grant X.
Local Applicant Share (---)
(if any) $ ---

State Agency Share $ 1,600,000

Other (Specify) $ ---

Total $ 4,000,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 1,600,000 Highway

Indirect Cost Reimbursement

No ....X.... Yes ..... $ .....
(Approx)

Will Federal share change: No ..... X .....

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date ..... March 1973
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... 18 months

Approximate ending date ..... September 1974

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** ..... May 15, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

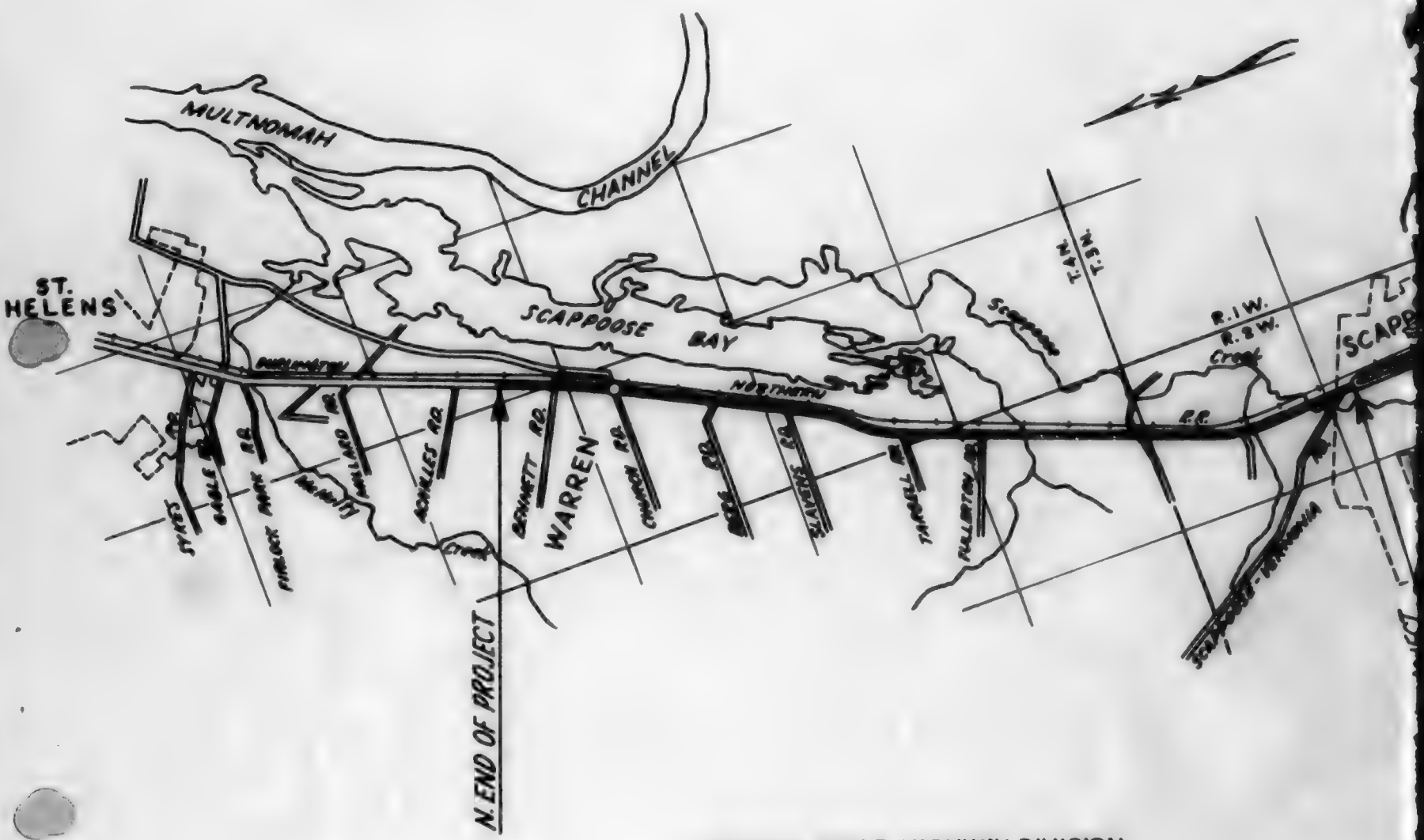
WARREN SECTION, COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work regquired to reconstruct the existing two lane facility to a modern four lane highway.

The proposed project is 4.6 miles in length, beginning northerly of Warren and ending at the four lane highway in Scappoose. The new highway will be constructed utilizing 12-foot travel lanes, 10-foot shoulders and a 16-foot median. Channelized areas will be provided at all county road intersections. Access will be controlled as much as possible wherever frontage roads can be justified. The 1970 A.D.T. between St. Helens and Scappoose varies from 6500 to 8100 vehicles daily.

This project is related to the Goals for a Livable Oregon by the updating of the existing two lane facility to a modern four lane highway adequate to carry the heavy volume of traffic now present.

See the attached map for geographical location.



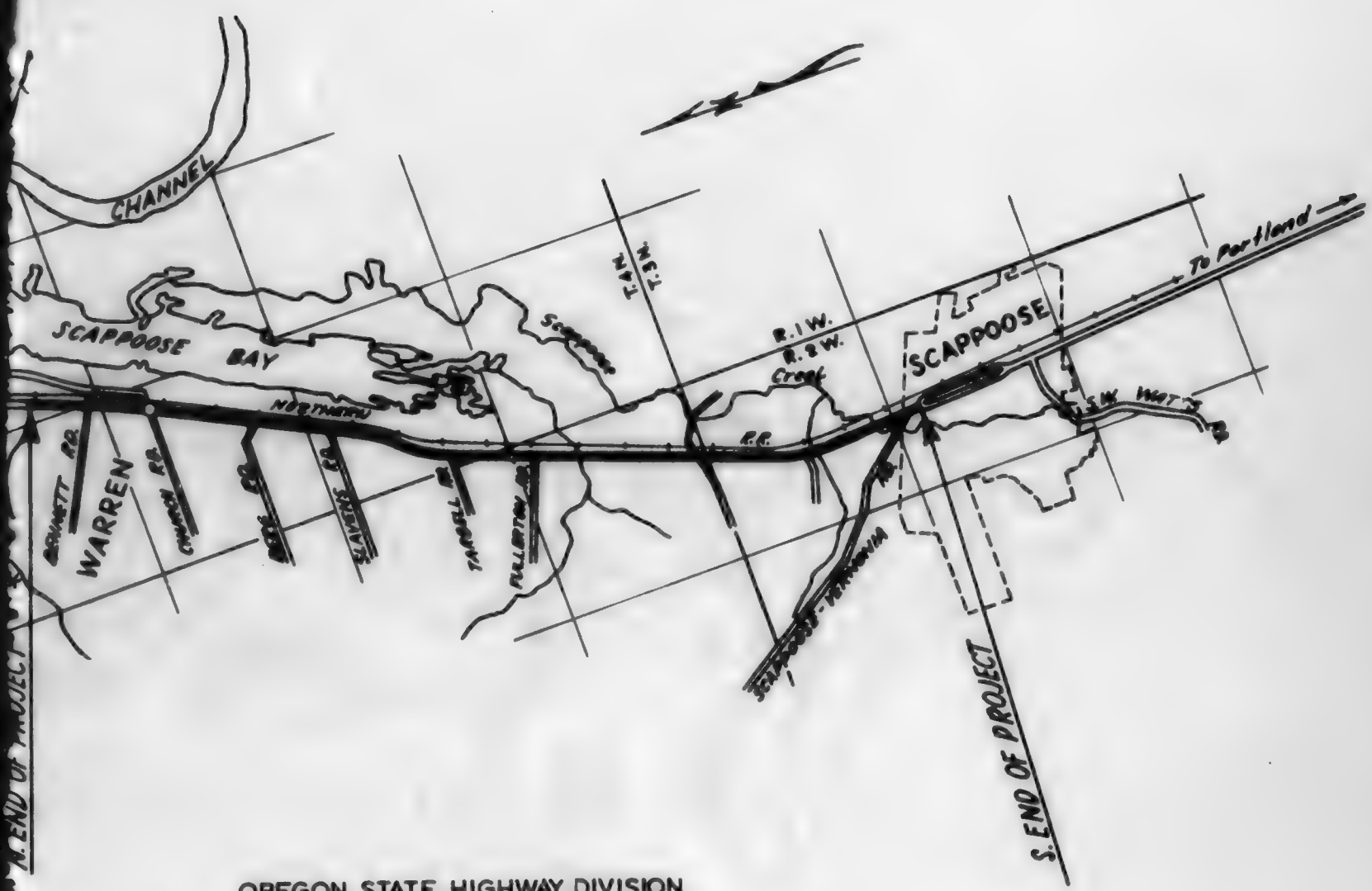
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WARREN SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

8799 Koosbay Blvd. @ Bayshore 1978
Dr. in Coos Bay
(Grading, paving & traffic sigs)

C+A 6032 4-13-77

8709

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973 — 514-645

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4 - 11 80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Coos	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/10/80	T. P. Lowe, Area Engineer		M-2661(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4/18/79	8/23/79	100 %	250 days
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

KOOSBAY BLVD. @ BAYSHORE DRIVE (Coos Bay)

OREGON COAST HIGHWAY - FAU 2661

Grade, Pave and Traffic Signals

The project provided a multiphase traffic actuated signal and illumination at this "T" intersection. The City is working with the RR & PUC concerning establishment of a fourth leg to this intersection that will service the City's Port facilities. The fourth leg will be signalized after the PUC permit has been cleared.

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Keasey
FOR
Info | Invec | R/D | D/R | Sign | Act | File

4-14
wf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4/10/80	TITLE: Field Operations Engineer	DATE: 4/11/80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8799

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-100		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 2	10-25-79	Project Number M-2661(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 1969 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 60,390.00	$64,640.00
Federal funds	$ 51,765.00	$55,410.00
Other revisions		

This modification is made for the following reasons:

To include approved funds for revised preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 464

Gen. File

Oregon State Highway Division
Salem, OR October 19, 1979

Federal Aid Project
No. M-2661(1)

Koosbay Blvd. @ Bayshore Dr.
(Coos Bay) Section
City Street in Coos County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required Total	$ 8,250.00 $ 8,250.00
Type Code Y031 Traffic Signal Total the same as previous estimate of Sept. 28, 1978		$56,390.00

Length of project. . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,250.00	$ 7,045.00	$ 1,205.00
Traffic Signal	56,390.00	48,365.00	8,025.00
Total	$64,640.00	$55,410.00	$ 9,230.00

Group 1 - 100%
Prefix 6-1930
Prefix 306-1060
Contract No. 8799

8799

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-20		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER	10-3-78	Project Number M-2661(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000.00	$ 60,390.00
Federal funds	$ 3,400.00	$ 51,765.00
Other revisions		

This modification is made for the following reasons: To add Construction Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October, 19 78.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G.L. Green

Form PR-2A (Rev. 10-78) Previous editions are obsolete GPO 927 404

Oregon State Highway Division
Salem, Oregon, September 21, 1978

Federal-Aid Project
No. M-2661(1)

KOOSBAY BLVD. AT BAYSHORE DRIVE (COOS BAY) SECTION
CITY STREET IN COOS COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,000.00
Type Code Y031			
Traffic Signal			
Temporary Protection and Direction of Traffic	All Required		$ 508.00
Temporary Signs	156 Sq.Ft.	$ 4.12	642.72
Temporary Barricades	4 Each	82.50	330.00
Flagmen	120 Each	28.02	3,362.40
Removal of Structures and Obstructions	All Required		1,318.00
Earthwork	All Required		944.00
Class "B" Asphalt Concrete	35 Sq.Yd.	52.54	1,838.90
Concrete Inlets, Type G-1	1 Each	885.00	885.00
Capping Inlets	2 Each	590.50	1,181.00
Concrete Curbs	330 Lin.Ft.	7.67	2,531.10
Sidewalk Ramps	2 Each	1,051.00	2,102.00
Traffic Signal Installation, Complete	All Required		$32,482.00
			$48,125.12
Additional Items			
Permanent Striping	All Required		$ 600.00
	Subtotal		$48,725.12
	Engineering		7,064.88
	Engineering (Controller Testing)		600.00
	Total		$56,390.00

Length of Project - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,400.00	$ 600.00
Traffic Signal	56,390.00	48,365.00	8,025.00
Total	$60,390.00	$51,765.00	$8,625.00

Group 1 - 100%
Prefix: 6-1930
Prefix: 306-1060
Contract No. 8799

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-121	FEDERAL-AID PROJECT AGREEMENT 6-14-78	County: Coos
		Project No.: N-2661(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, Koosbay Boulevard @ Bayshore Drive

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-31-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,000.00	$ 3,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter
Technical Service Engineer
(Title)

By H. E. Coulter
Oregon State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Project
No. M-2661(1)

Koosbay Blvd. @ Bayshore Drive (Coos Bay) Section
Coos County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,000.00
	Total	$4,000.00

Length of Project . . . . . 0.0 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,400.00	$ 600.00
Retain in Program (Contract Work)	46,000.00	39,400.00	6,600.00
Total	$50,000.00	$42,800.00	$7,200.00

Prefix 006-1930
Group 1

RHZ:cw

8791

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-5-79

FEDERAL AID PROJECT NO. M-2661(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70444

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-5-79	FAU 2661(1)	City Street

GENERAL LOCATION: Koosbay Blvd. at Bayshore Drive (Coos Bay) Section

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Change See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 18, 1979, I approve the revised preliminary engineering costs to a TEC of $8,250 with Federal participation limited to $7,045. (Increase TEC $4,250 - Federal Funds $3,645)

It should be noted that charges after August 2, 1978 are not eligible for Federal-aid participation.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-5-79	G. K. Hoomes	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

#8799

August 28, 1979

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8799 awarded to Hamilton Electric, Inc., for work on Koosbay Boulevard at Bayshore Drive in Coos Bay, Coos County, was completed on May 18, 1979, and accepted by the State Highway Engineer on August 23, 1979.

Final payment in the amount of $2,209.40 will be released to the contractor after September 4, 1979. The total contract amount is $46,039.42 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8799

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Koosbay Blvd. @ Bayshore Drive(Coos Bay)		WEEK ENDING: May 19, 1979
		SECTION PREFIX: 306-1060
HIGHWAY: Oregon Coast @ FAU 2661		COUNTY: Coos
NAME OF JOB: Koosbay Blvd @ Bayshore Drive	KIND OF WORK: Traffic Signals, Grading & Paving	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8799	FEDERAL AID PROJECT NUMBER: M-2661 (1)
DATE OF CONTRACT: August 26, 1978	DATE WORK STARTED: November 20, 1978	ESTIMATED COMPLETION DATE: May 18, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 250	WORK DAYS USED / CALENDAR DAYS USED: 250
PROJECT AUTHORIZATION: $56,477.26	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $51,544.73	ENGINEERING AUTHORIZATION: $4,932.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,107.53	ENGINEERING COST TO DATE: $5,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.7%	PERCENT OF AUTHORIZATION: 109%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Forklift, Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT.								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Fair	1		
MONDAY 14	"	1		
TUESDAY 15	"	1		
WEDNESDAY 16	"	1		
THURSDAY 17	"	1		
FRIDAY 18	"	1		
SATURDAY 19		0		

RECEIVED
MAY 21 1979
CONSTRUCTION BRANCH

Kadsey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13 SUNDAY	No work.
14 MONDAY	Electrician finished pouring epoxy, finished leveling and grading excess dirt from pole foundations, & touch up painting. State crew painting crosswalks.
15 TUESDAY	Crew installed controller & turned on signals. Crew placed advance warning signs and flags. Foreman painted controller and on touch up painting on pedestrian arms.
16 WEDNESDAY	No work.
17 THURSDAY	No work.
18 FRIDAY	Contractor to have sub-contractor patch ~~xxxx~~ asphalt patching and install light tubes in left turn signs
19 SATURDAY	

REMARKS

Tom Sparly, Factory Rep., Gary Colfax, Two Electricians from Salem on job site Tues. for turn on.

Contractor sent two prong tubes for left turn sign and foreman hunted all over town and couldn't find any one prong tubes. Subcontractor had previously done a poor job of patching the conduit crossings so required touchup.

Semi-final should be sent in by end of Month.

080-05 Crew mileage for Month of May todate = 1149 miles.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8799

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: H. S. Coulter
State Highway Engineer

DATE: August 22, 1979

FROM: R D Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8799, Work Completed May 18, 1979

Project Koosbay Blvd. @ Bayshore Dr. (Coos Bay)

Highway Oregon Coast & FAU 2661

County Coos

Type of Work Grading, Paving & Signals

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date August 23, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 8/27/79

Letter to surety 8-28-79.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-055

STATE COPY

cc: State (H. S. Coulter) 4-9-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Coos	Oregon

IN COMPANY WITH: Jim Gix and Gene Ash, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-9-79	T. P. Lowe, Area Engineer	M-2661(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	84 %	80 %

KOOSBAY BLVD. @ BAYSHORE DR. (COOS BAY)
OREGON COAST HWY. @ FAU-2661
Grade, Pave, and Traffic Signals

Description

Project provided for installation of a multiphase traffic-actuated signal, illumination and other incidental work common to this type of project. Minor grading, paving, and curb relocation was also necessary.

Scope of Inspection

Work completed was reviewed in the field with particular emphasis given to the City's port access.

Findings

The minor grading, paving, and curb modification work has been completed. Signal poles were erected, however, the signal heads and controller had not been installed at the time of this inspection. The work appeared to have been performed in accordance with the contract specification. Acceptance of the project is recommended subject to (1) installation of the signal heads and controller equipment, and (2) the State's commitment to signalize the fourth leg of this T-intersection providing access to the City's port facilities (see the following discussion).

The subject intersection is a T-intersection on the Oregon Coast Highway. The City's port facilities are accessed a few hundred feet on both sides of this signal installation. I understand the City is endeavoring to change the two accesses on both sides of the intersection for one access at the intersection. The access to the port facilities crosses a railroad track and the City is negotiating presently with the reailroad to obtain a crossing adjacent to the signal. Apparently, as a result of the City's request, the railroad has discovered that several of the

(continued)

existing accesses across the track are unauthorized at this time. This matter is causing the delay in the City's obtaining a permit to cross the tracks. Until this matter is resolved, the intersection will remain a T-intersection with three signal light legs. Curbs were formed as per plans to allow a future crossing to the City's port facility directly across from the Koosbay Blvd. When the City has obtained a permit to access at this location, the State has indicated they will install an additional traffic-actuated signal in this location.

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4/13
cy to

8799

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

Hamilton Electric, Inc.
132 West 5th Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8799 for work on Koosbay Boulevard at Bayshore Drive in Coos Bay, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Alfred Shirley
Eugene Ash
L. E. George

8799

9

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
L. E. George
SAIF
Fran

August 29, 1978

Hamilton Electric, Inc.
232 W. 5th
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on Koosbay Boulevard at Bayshore Drive in Coos Bay, Coos County, for the sum of $48,125.12 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8799.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8799

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM D. E. Swan
Federal Aid Manager

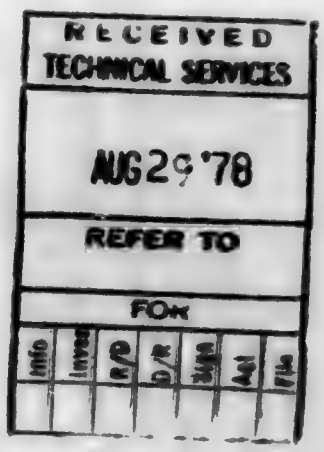
SUBJECT Koosbay Blvd. @ Bayshore Drive (Coos Bay)
Oregon Project No. M-2661(1)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received August 24, 1978 with Hamilton Electric Inc. of Eugene submitting the low bid in the amount of $48,125.12, which is $5,652.12 or 13.3% over our Engineer's estimate of $42,473.00. One other bid was received from Sims Electric Inc. in the amount of $56,763.00.

We feel it is in the public interest to award the contract to the low bidder although the low bid is 13% over our Engineer's estimate, because: this is basically a traffic signal project with the bid amount for the traffic signal within $53 of our Engineer's estimate; the signing, flagging and protection were bid slightly less than our estimate; leaving the high bid amounts in the road work items. The road work items were estimated at near average low bid prices not allowing enough construction costs for small quantities of each type of work.

We also believe that any bid amount saved by receiving new bids, at a later date, would be expended in the process of readvertising.

DAR:dmc
cc: E. S. Hunter
L. E. George
J. H. Versteeg



8191

1-2-79

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2661(1)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70444

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	FAU 2661	City Street

GENERAL LOCATION:
Koosbay Blvd. at Bayshore Dr. (Coos Bay) Sect.

GENERAL DESCRIPTION OF WORK:
Grading, Paving and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Striping (S.F.) $600.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,318 Federal Funds $42,300.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	R. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Fred B. Klaboe — DIRECTOR OF TRANSPORTATION — ASSISTANT DIRECTOR FOR OPERATIONS

R. K. Hansen 8/2/78 — DIVISION ENGINEER — DATE

8799

August 28, 1978

City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Attn: Mr. Joe Schwarm
Director of Public Works

Gentlemen:

On August 24, 1978 a satisfactory bid was received from Hamilton Electric Inc., P.O. Box 708, Eugene, OR 97401 for Traffic Signals on The Koosbay Blvd. @ Bayshore Drive Section, FAU 2661.

The anticipated construction cost of their bid is as follows:

Bid Items	$48,125.12
Permanent Pavement Striping	600.00
Signal Controller Testing	600.00
4½% Contingencies	2,219.63
(10%) Engineering	4,932.51
ESTIMATED TOTAL COST	$56,477.26

This letter is for your information only and there is no advance deposit required.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HR:dac

bc : Region Federal Aid Engineer
Verne Skeog

(H) S

5779

FAU 2671

Narrative Report

Location Survey
N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671

Coos County
Prefix 106-1926

6-27-78

This Survey was to prepare plans, specifications and estimates for upgrading the existing facilities from the North City Limits - Ocean Blvd. in Coos Bay.

The project begins at the North City Limits of Coos Bay, on Woodland Drive and runs Southerly to the intersection of Ocean Blvd., which is the Empire - Coos Bay Highway. The overall length of the project is 0.68 miles.

The alignment splits the Roadway from sta. 10+00 to sta. 37+15. From sta. 37+15 to sta. 46+00 the alignment parralles the existing Right Side Curb. Since the existing roadway (sta. 37+15 - 46+00) is built closer to the right side of the Right of Way. All of our proposed widening will take place on the Left Side of the existing street. The existing roadway is matched for grades, since we are utilizing existing curbs.

We propose to overlay the existing roadbed from sta. 10+00 - 37+15, with 2-inches of A.C. in the travel lanes. The two inches will taper down to 3/4-inch at the front edge of the Class A Curb & Gutter. This section of the project is the requested width of 40 feet.

From sta. 37+15 - 46+00. The city requested the existing 36-foot roadway be increased to 40 feet. We plan to cut out the left curb and widen only on the left side of the roadway, to reach 40 feet. The cut out area will be graded, rocked, and paved to match the existing pavement. Then a curb to curb overlay is proposed. However, several areas of the existing pavement will have to be replaced as it is in bad shape. After this deteriorated pavement is removed, we propose to patch the areas before the overlay begins. The cities original request called for reconstruction of the entire roadway from sta. 37+15 - 46+00. We did not go along with their request as our proposal will be less costly. Perhaps a deflection test should be run over this section to make sure our proposal is adequate.

There will be two added inlets on this project as the existing surface run-off water travels down the curb lines a long distance. These storm drains will be connected to existing facilities at the Southerly end of the project.

Adjustment of Water Meters, Water Valves and Manholes is required throughout the entire project. The cost of these adjustments have been included in our estimate since these are city owned facilities.

TO DESIGN
6-27-78

REC'D
6-20-78

Narrative Report

Location Survey
N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671

Coos County
Prefix 106-1926

One Fire Hydrant needs to be adjusted on the project. This adjustment is proposed to be done by others.

Several Power Poles will have to be adjusted. The utility adjustment is the city of Coos Bay responsibility.

Handling of traffic should not be too much of a problem if our proposal is used. Since two way traffic can be maintained all during construction. The only problem will be access to driveways and sidewalks on the left side of the street.

My main concern on this project is our proposal from sta. 37+15 - 46+00. I do not know if the existing roadbed is strong enough to hold up to the expected traffic. If the existing roadbed is not strong enough, we should remove the existing street and rebuild it with the same amount of aggregates and pavement being proposed in our cut out section

All excavated material, approximately 325 cu. yds. will have to become the responsibility of the Contractor as no waste area is proposed.

The estimated cost for our proposal amounts to $ 88,254.00.

F.D. Morrison,
Res. Engr.

Quantity Summary & Cost Estimates

N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671
Coos County - Prefix 306-1936

ESTIMATES:

Items.	Quantity	Unit	Unit Price	Amount
1. Mobilization	All	Lump Sum	$ 5,400.00	$5,400.00
2. Temporary Protection & Direction of Traffic	All	Lump Sum	1,400.00	1,400.00
3. Temporary Signs	150	Sq. Ft.	6.50	975.00
4. Flagmen	300	Hours	18.00	5,400.00
EARTHWORK:				
5. Clearing & Grubbing	All	Lump Sum	500.00	500.00
6. Removal of Structures & Obstructions	All	Lump Sum	1,500.00	1,500.00
7. General Excavation, Unclassified	325	Cu. Yd.	5.00	1,625.00
8. Trench Excavation	110	Cu. Yd.	10.00	1,100.00
9. Finishing Roadbed & Slopes	All	Lump Sum	500.00	500.00
10. Watering	3.0	M-Gal.	15.00	45.00
11. Aggregate Base Rock	236	Ton	8.75	2,065.00
12. Class "B" Asphalt Concrete	1422	Ton	25.00	35,550.00
13. 12-inch Culvert Pipe	403	Lin. Ft.	15.00	6,045.00
14. Concrete Inlets, Type "G"	4	Each	450.00	1,800.00
15. Adjusting Manholes	18	Each	150.00	2,700.00
16. Adjusting Inlets	1	Each	150.00	150.00
17. Adjusting Water Valves	6	Each	80.00	480.00
18. Adjusting Water Meters	5	Each	80.00	400.00
19. Concrete Driveways	56.0	Sq. Yd.	20.00	1,120.00
20. Concrete Walks	6.0	Sq. Yd.	15.00	90.00
21. Concrete Curbs (Type C)	900	Lin. Ft.	4.00	3,600.00
22. Extra for Road Approaches	5	Each	150.00	750.00
23. Seeded Lawn Construction	0.07	Acre	5,000.00	350.00
			Subtotal Bid Items:	$ 73,545.00
			Engineering & Contingencies (20%)	14,709.00
				$ 88,254.00

8799

6-23-78

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map & Summary
2	Typical Sections, Plan & Details

(Summary Not Incl.)

STA

STATE H

PLANS

KOOSBAY BLVD. AT B

OREGON C

North Bend

Coos Ba

APPROVED
CITY OF Coos Bay
BY MAYOR Robert Kelb
BY RECORDER Irving S Johnson
DATE 6/23/78

Hildebrand

TE OF OREGON

GHWAY DIVISION

OR PROPOSED PROJECT

PRELIMINARY COPY
JUN 16 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

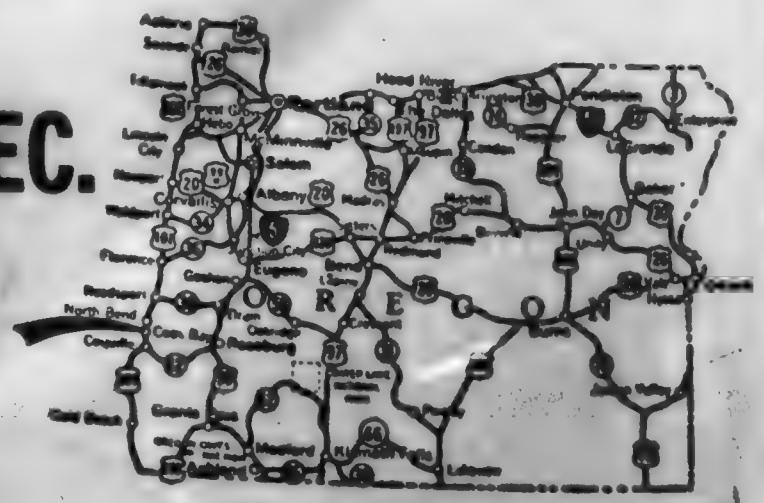
KOOSBAY BLVD. AT BAYSHORE DR. (COOS BAY) SEC. OREGON COAST HIGHWAY & FAU 2661 COOS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

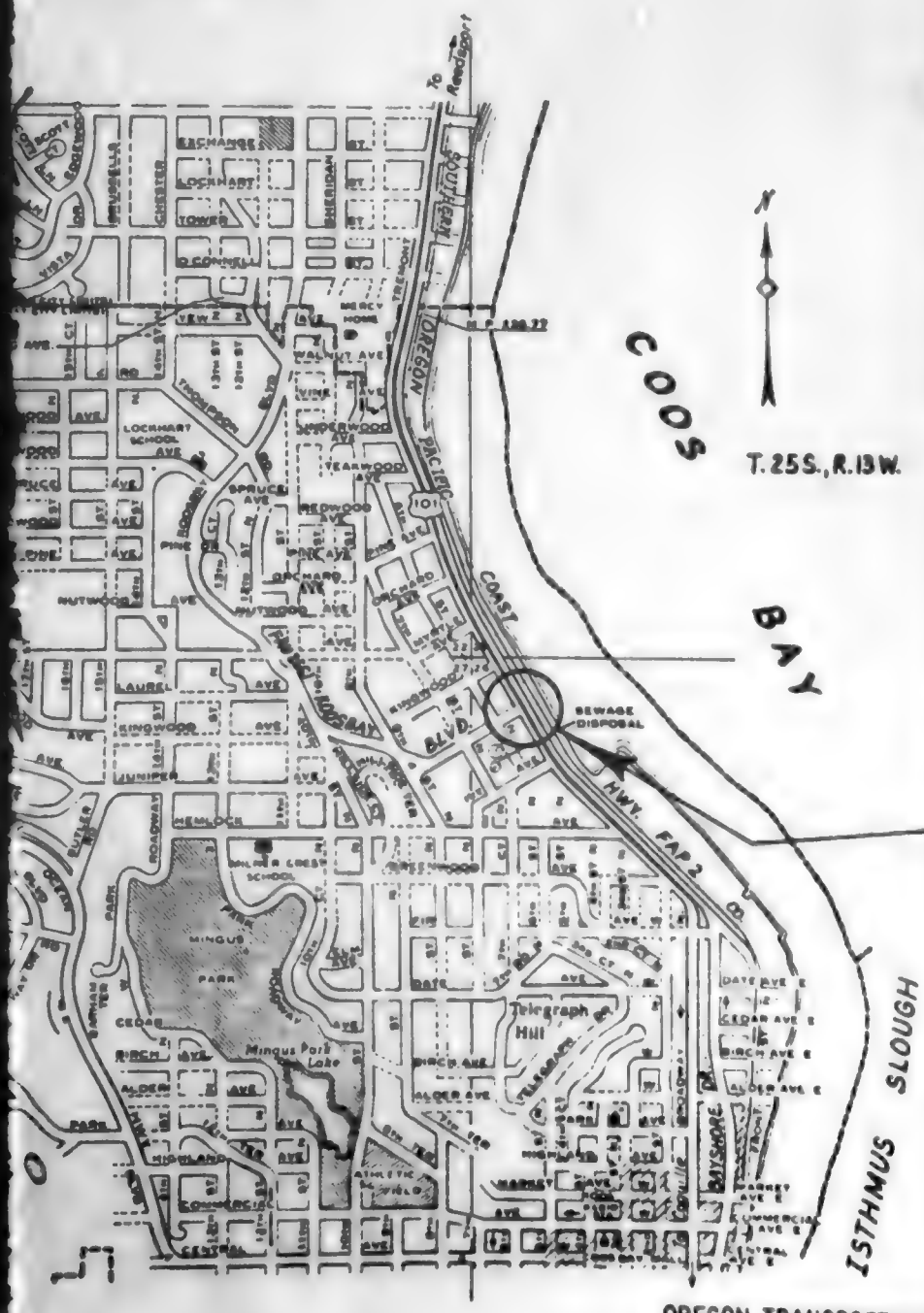
FAUS

AYSHORE DR. (COOS BAY) SEC.

AST HIGHWAY & FAU 2661

COOS COUNTY





N

T. 25 S., R. 13 W.

PROJECT

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map

Scale 0 800 1600 Feet

REGISTERED PROFESSIONAL ENGINEER — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

Not Incl.)

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 16 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OSBAY BLVD. AT BAYSHORE DR. (COOS BAY) SEC.

OREGON COAST HIGHWAY & FAU 2661

COOS COUNTY

Sketch Map

Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR

5799

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
January 25, 1978

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Frank Morrison
Resident Engineer
COQUILLE

SUBJECT: Request for precise cross section data
Oregon Coast Hwy. @
Koos Bay Blvd.
FAUS project M-2661(1)
Coos Bay

As you may know, due to the somewhat restricted distance between the curb and railroad tracks on the east side of US101 we had asked the city staff to obtain council action closing the two pedestrian crosswalks associated with US101 at the subject proposed signal.

Mr. Joe Schwarm, Director of Public Works, Coos Bay, advised by telephone January 24, 1978 that the council refused to take the requested action.

Mr. L.E. George, Traffic Engineer Supervisor, Salem, was advised by telephone. He requested cross sections at both crosswalk locations and also at Newmark and US101 where there are existing strain poles with identical or very similar distances between curb and rails. Mr. George reminds us that this information may become a legal battle.

Please supply the requested information at your earliest convenience.

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Brown

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 26 1978
Orange ☒

TAA Holmes ☒ File: PM FA
N Zehner LG OP

8799

Form E-33 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bayshore Dr. @ Koos Bay Blvd. (Coos Bay)

Highway Oregon Coast

County Coos

Date 6-8, 1977

Authorization No. 1

Survey Prefix 6-1930 (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Bayshore Drive (Oregon Coast Hwy.) and Koos Bay Blvd. (FAU 2661) in the City of Coos Bay. M.P. 237.39.

NOTED
O. H. MOURING

Purpose of survey:

To prepare plans, specifications and estimates for installation of fully activated, 3 phase mast arm mounted traffic signals. FAUS

Estimate of cost:

Field	901	1,500
Plans	905	300
Traffic	911	1,500
Utility	914	200
Specifications	921	200

M-2661(1)
5/31/77

Total estimated cost of survey . . . . . $ 3,700

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Perkins
..... Location Engineer

Approved:

Deputy
..... Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR. 5-31-77

FED. AID FAUS STATE .....

8799

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~

June 6, 1977

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This is to advise that the Federal Highway Administration has approved the preliminary engineering phase of your traffic signal FAUS project number M-2661(1) on the Oregon Coast Highway US 101 at Koos Bay Blvd.

By a copy of this letter, I am asking Mr. Grassman, Region Design Engineer in Roseburg, to prepare an Authority for Survey for this project.

After approval of the survey, the project will be assigned to Mr. Frank Morrison, Resident Engineer in Coquille, for development of the necessary field data and for Mr. Osborn, Region Traffic Engineer, to make preliminary signal design.

You will be consulted and asked to review the plans prior to advertising for bids.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
JUN 7 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

cc Program Management
L.E. George
Bill Brown
Frank Morrison
Kipp Osborn
John Grassman

NOTED
M. .INOR C. HOLMES

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-2661(1)

STATE PROJECT NO.
See below

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70444

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-31-77	FAU 2661	City street

GENERAL LOCATION:
"Koosbay Blvd. at Bayshore Drive (Coos Bay) Sect."

GENERAL DESCRIPTION OF WORK:
Preliminary engineering-

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC not to exceed $4,000 - FF $3,400.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-25-77, I concurthat the subject project is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Swan's 5-25-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-31-77	G. K. Hoover	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8799

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70444
Project No. M-2661(1)
Koosbay Blvd. @ Bayshore Dr. (Coos Bay) Sec.
Coos County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

2. Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $4,000 with an obligation of $3,400 in federal funds.

CL:ljt
Att.

cc: A. Shirley, Jr., Reg. 3
Gary Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AI (F

May 25, 1977

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Koosbay Blvd. @ Bayshore Dr. 65	ADT	PRESENT 21,000	FUTURE 35,700 (66)(70)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal, Illum. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. (74)
CARD 4	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME Co	
	NAME OF URBAN AREA 17-31 Coos Bay						ROUTE NO. U	FEDERA 266

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FUN
9 1	(14-15)	16	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE			0.0	4,000	3,400
5					ROW					
5					CONST (CODE) (TOPICS) Y030 Y031		"Koosbay Blvd. @ Bayshore Drive (Coos Bay) Section"	0.0	46,000	39,400
								0.0	50,000	42,800

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES March 15, 1977	(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	21,000	35,700 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	70444 (14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	2661 7 13	(1)	(24) (26)	27

COUNTY NAME: Coos — CODE: 011 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. U — FEDERAL-AID: 2661 — STATE: City St. (32) (36) (37) — U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
0.0	4,000	3,400	600		
0.0	46,000	39,400	6,600		ROW - 60' min.; Access Control-none; Parking Restrictions-none.
0.0	50,000	42,800	7,200		
(16)	(23)	(24)	(33)		

REMARKS

-over-

KOOSBAY BLVD. @ BAYSHORE DRIVE (COOS BAY) SECTION

PROJECT NO. M-2661(1)

Existing Facility:

Koosbay Blvd. - 40' curbed roadway.
Bayshore Drive (FAP 2) - 56' PCC roadway with 4' raised median.

Traffic entering Bayshore Drive from Koosbay Blvd. presently controlled by stop sign.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.

2. Install multiphase traffic actuated signal, illumination and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of para. 10e.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- Not required under Oregon Action Plan.
b. Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8799

April 13, 1977

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Robert A. Wheeler
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6032

Gentlemen:

Attached for your files is a fully executed copy of an agreement to install traffic control signals at the intersection of the Oregon Coast Highway and Koosbay Boulevard.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8799

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1977

SXF-884

Mr. David J. Astle
Asst. Commissioner
Rail, Air, Marine Div.
Public Utility Commission
Labor & Industries Bldg.
Salem OR 97310

Dear Mr. Astle:

In the matter of the application of the Port of Coos Bay for the authority, pursuant to ORS 763.020, to construct a grade crossing of vacated Koos Bay Blvd. and the Southern Pacific Transportation Company, Coos Bay Branch, in Coos Bay, Coos County, Oregon.

I have been informed by our Regional Engineer of the Roseburg Region that the crossing proposed by the Port of Coos Bay for the intersection of Koos Bay Blvd. and the Oregon Coast Highway in the City of Coos Bay has been approved for a traffic signal installation as part of the Federal Urban System. After thorough investigation by our Regional Traffic Engineer, it is their recommendation that the crossing application, as originally proposed, be approved from the standpoint that the safety of the crossing will be considerably improved over the current crossing that will be eliminated.

As a result, the State Highway Division requests a withdrawal of our objection to the original application, dated November 5, 1976.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:dmb
cc: J. L. Sollis
Mr. Steve Felkins, Port of Coos Bay
Mr. John Wiley Gould, Southern Pacific
Army Corp. of Engineer
City of Coos Bay
Mr. J. W. Ferguson, Southern Pacific
Coos County Board of Commissioners
bc: R. L. Schroeder
L. E. George
Alfred Shirley
Don Stoudenmeyer

RECEIVED
FEB 4 1977
Office of
Assistant State Highway Engineer

Form 81-734-3123

8799

8

DATE: February 3, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be three requests for Urban System projects.

The City of Coos Bay is requesting a $50,000 project to signalize the intersection of Koosbay Boulevard and the Oregon Coast Highway.

A $60,000 project to widen and improve Atwater Street between Main Street and Clay Street is being requested by the City of Monmouth.

Signalization at the intersection of Virginia Avenue and Harrison Avenue, estimated at $40,000, is the request from the City of North Bend.

Federal Urban System funds for these three projects are estimated at $129,000 with the State providing approximately $16,800 and $4,200 being contributed by the City of Monmouth.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

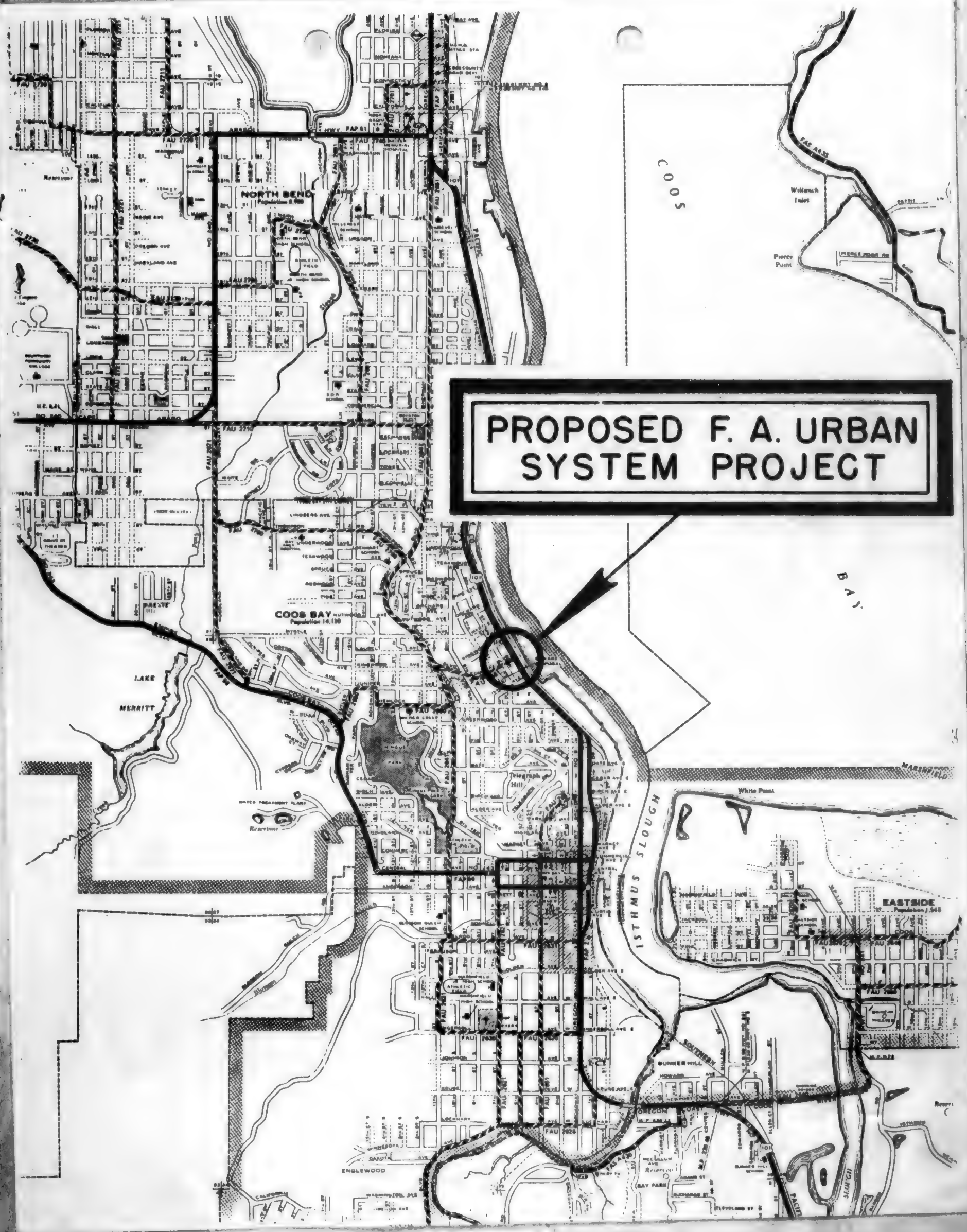
bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
John Sheldrake
Alfred Shirley, Jr.
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell
Max Klotz

CITY OF COOS BAY
Proposed Urban System Project

Koosbay Blvd. (FAU 2661) at Bayshore Drive (FAP-2)
Signals and Illumination
$50,000

This project consists of installing traffic signals and illumination at the intersection of Koosbay Blvd. and Bayshore Drive (Oregon Coast Hwy.).

Preliminary and construction engineering will be performed by the State.


PROPOSED F. A. URBAN SYSTEM PROJECT
NORTH BEND
COOS BAY
LAKE
MERRITT
ISTHMUS SLOUGH
EASTSIDE
ENGLEWOOD
BUNKER HILL
BAY PARK
Telegraph Hill
White Point
Pierce Point
Willanch Inlet
COOS
BAY

8799

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6
TRA 7-12

Roseburg, Oregon

January 28, 1977

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: J. E. Chidsey
Railroad and Utilities Engr.

trace 12
TRA 7-12-1
Coos Bay

I am in receipt of a copy of a letter addressed to you from Steve Felkins, Port Administrator of the Port of Coos Bay concerning a railroad crossing application of the Port.

The location of the proposed crossing is the intersection of Koos Bay Blvd. and the Oregon Coast Highway. This intersection has been approved for a traffic signal installation as a part of the Federal Aid Urban System. It is the recommendation of this office that the crossing application be approved as this office believes that the safety of the crossing will be considerably improved over the current crossing that will be eliminated.

as/cw

cc R. L. Schroeder
L. E. George
Jack Sollis

NOTED
R. L. [illegible]

RECEIVED
JAN 31 1977
Office of
Assistant State Highway Engineer

8799

FAU 5

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 27, 1977

TO: L. W. Rulien
Program Management Engineer

Attn: Gary Zehner

SUBJECT: Traffic Signal Installations
US 101 at Koos Bay Boulevard
and the Cape Arago Highway at
Harrison Avenue
Coos Bay & North Bend

As requested, we have reviewed the proposed traffic signal installations at US 101 and Koos Bay Boulevard and for the Cape Arago Highway at Harrison Avenue.

The warrants for the installation of traffic signals as set forth in the Manual on Uniform Traffic Control Devices are met at both of these intersections. Therefore, we agree that the proposed traffic signal installations are worthwhile projects.

Very truly yours,

L. E. George
Traffic Engineer

DKH:rah

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 28 1977
COUNTY
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UNIT

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Requires Approval
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PROJECT MANAGEMENT
JAN 26 '77
REFER TO:
File
Investigate
W/P
Action

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

8799

9

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7

Roseburg, Oregon
January 10, 1977

1-11-77

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

In accordance with your instructions, the Region Traffic Engineer and I contacted Mr. Steve Felkins of the Port of Coos Bay to discuss a traffic signal installation at the intersection of the Oregon Coast Highway and Koos Bay Blvd. in Coos Bay.

At the time of the meeting, we were in the process of investigating a traffic signal request from the City of Coos Bay at this location. Until our conversation with Mr. Felkins, this office was not aware that the Port of Coos Bay had made application for a railroad crossing also at this location. This application was made in October of 1976. As of this date, no decision has been reached by the Public Utility Commission on the application.

You will note from the attached correspondence that the traffic signal investigation indicates that the one warrant of standard interruption of traffic is met. This would probably put a signal application on a very low priority.

as/cw
Attach.

This was in response to a phone call from George Baldwin who wanted someone to conduct this Port of Coos Bay, has been done.

1-11-77

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

January 10, 1977

Dear Mr. Schwarm:

This is to advise that the traffic signal warrant investigation referred to in my letter of November 30, 1976, at Koos Bay Blvd. and US 101 has been completed, and for all practical purposes, the Standard Interruption of Traffic Warrant is met. The margin was 4 vehicles short for one hour. A manual count during summer months would meet the warrant without question.

This is not project approval, this is advising that a major hurdle has been overcome. When additional information is available, you will be advised.

Very truly yours,

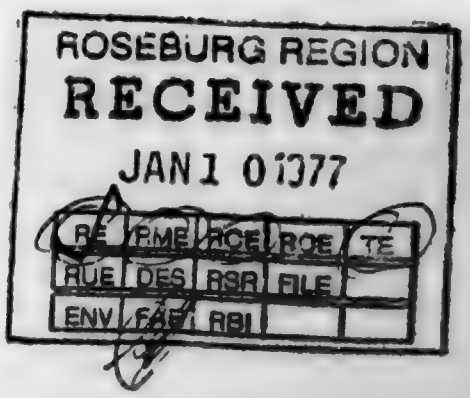
ALFRED SHIRLEY, JR.
Regional Engineer

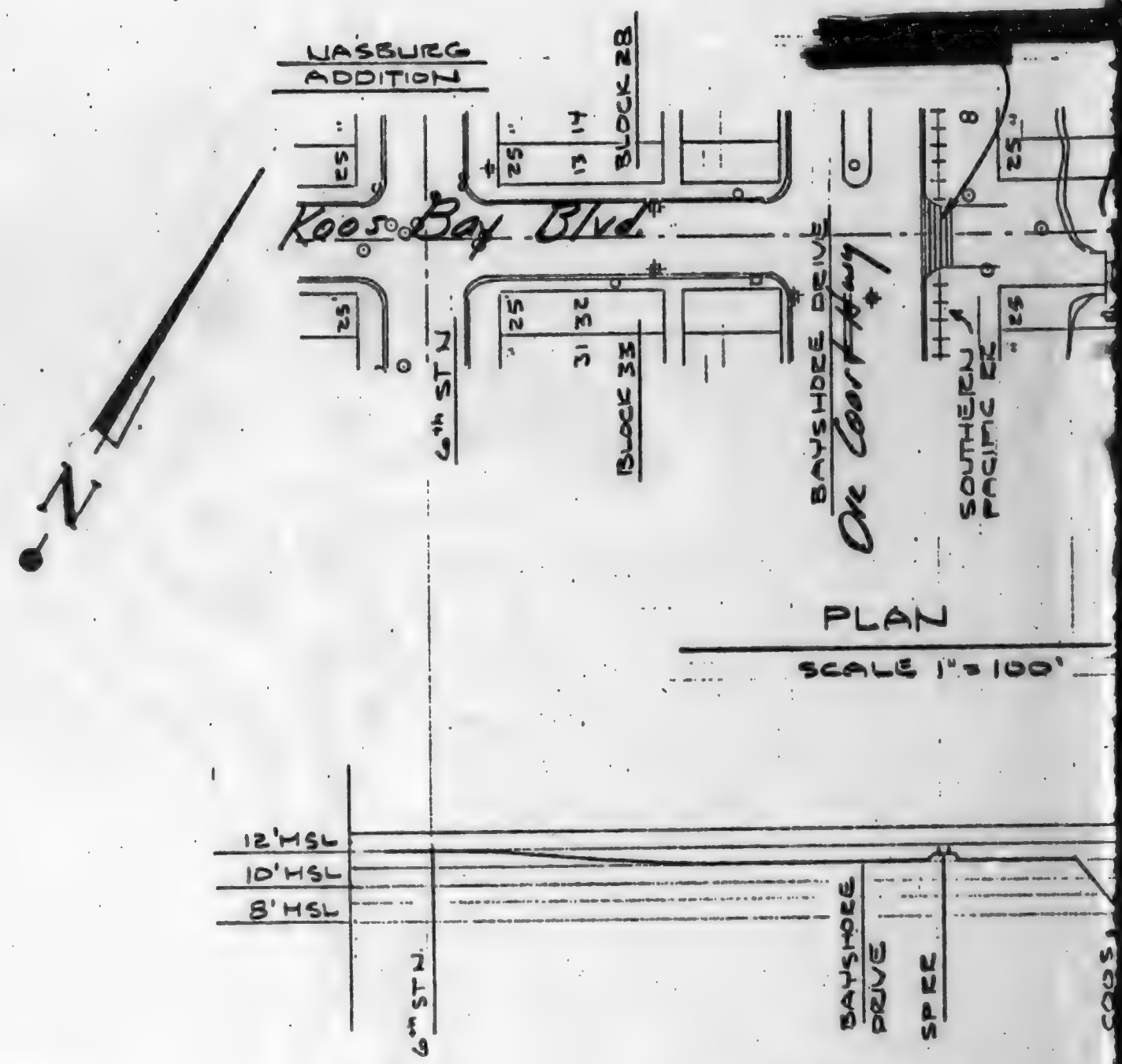
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
L.E. George
Bill Brown
Frank Morrison





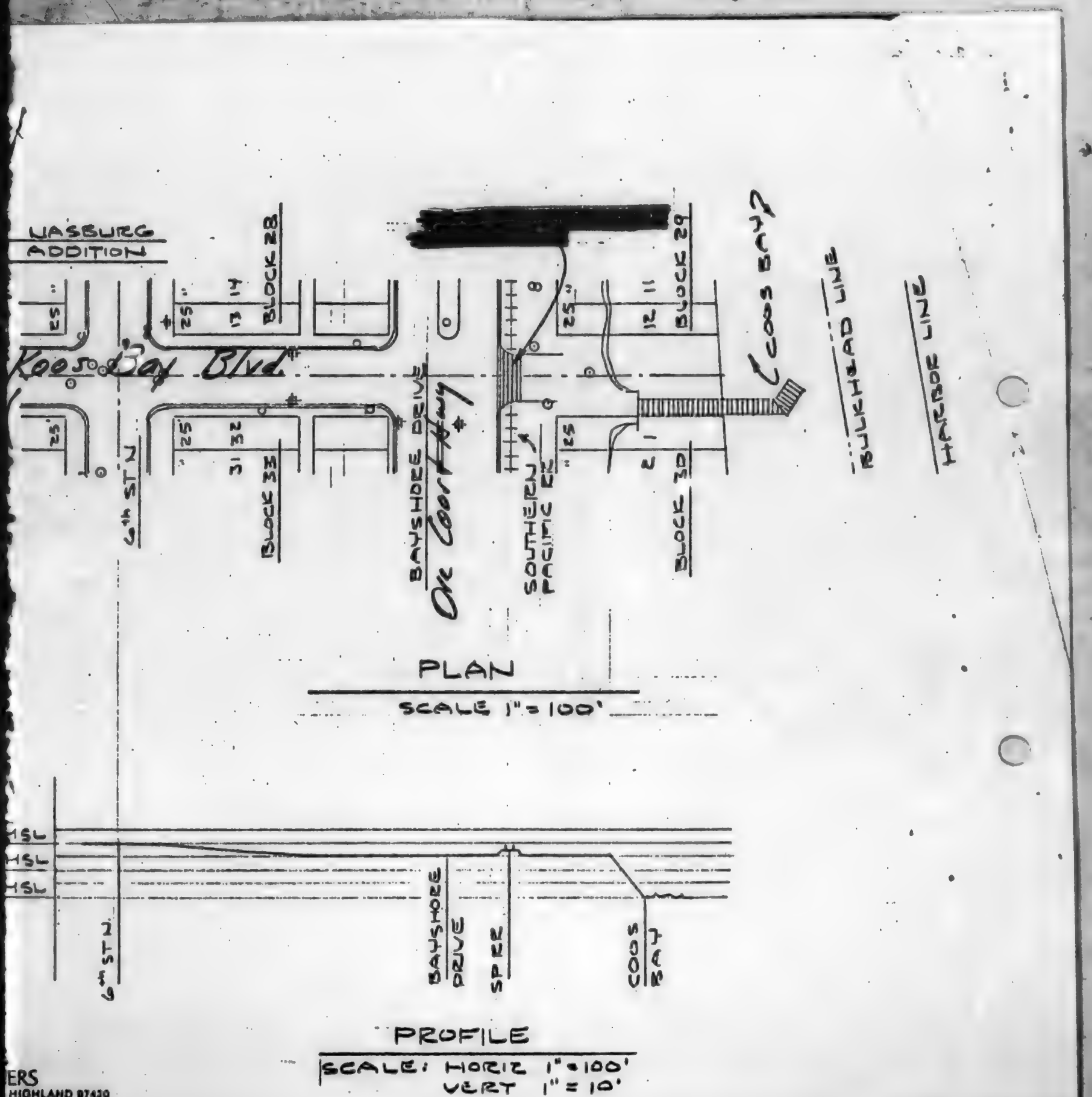
PLAN

SCALE 1" = 100'

PROFILE

SCALE: HORIZ 1" = 100'
VERT 1" = 10'

ENGINEERS & PLANNERS
COOS BAY, OREGON / 5th AND HIGHLAND 97420



PLAN

SCALE 1" = 100'

PROFILE

SCALE: HORIZ 1" = 100'
VERT 1" = 10'

ERS
HIGHLAND 97420

OAN 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7
PRO 6

Roseburg, Oregon
January 7, 1977

Original Signed by
KIPP D. OSBORN
Regional Traffic Engr.

FROM: KIPP D. OSBORN
Regional Traffic Engineer

SUBJECT: Traffic Signal Investigation
US 101 and Koos Bay Blvd.
Coos Bay

TO: Glen L. Clark
Regional Federal-Aid Engineer

As per your request in your letter of November 30, 1976 to Joe Schwarm, a traffic signal investigation has been made. Attached is a traffic signal warrant comparison sheet indicating that for all intents and purposes, the interruption of continuous traffic warrant is met at the subject location.

Had the count been taken during the summer months rather than December, I am sure the one hour lacking only four vehicles would be satisfied.

The Port of Coos Bay has made application to the P.U.C. for a railroad crossing on the east side of the intersection in the vacated Koos Bay Boulevard. This access will serve as parking lot for longshoremen when working on the docks.

If the crossing is approved, it is recommended that this access be included in the signalization of the intersection along with railroad pre-emption equipment. If a left-turn refuge is constructed for the north to east movement, a five phase signal is desirable as compared with the original proposal for a three phase operation.

It appears that the signal will have to be a span wire installation rather than the original proposal for mast arms in order to comply with the vertical clearance requirements of the railroad. There is insufficient room to install signal poles between the railroad tracks and the curb line due to the eight foot minimum required from the centerline of the railroad.

KO/slc

Encl.

cc: L.E. George
B.E. Brown
J.E. Chidsey
Gary Potter

ROSEBURG REGION
RECEIVED
JAN - 7 1977
RE | RME | PCE | ROE | K.
RUE | DES | RSR | FILE
ENV | FAE | RBI

8799

GENERAL FILES

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 20, 1976

Salem, OR 97310

FILE:
NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Oregon Coast Hwy. @ Koos Bay Blvd.
Signal Project FAUS 2261
City of Coos Bay
Coos County

The subject signal project is a fully traffic actuated, 3-phase, mastarm mounted traffic signal at the intersection of Bayshore Drive (Oregon Coast Hwy., US 101) and Koos Bay Blvd. (FAU 2261). This request is estimated to cost $50,000 on FAUS funding.

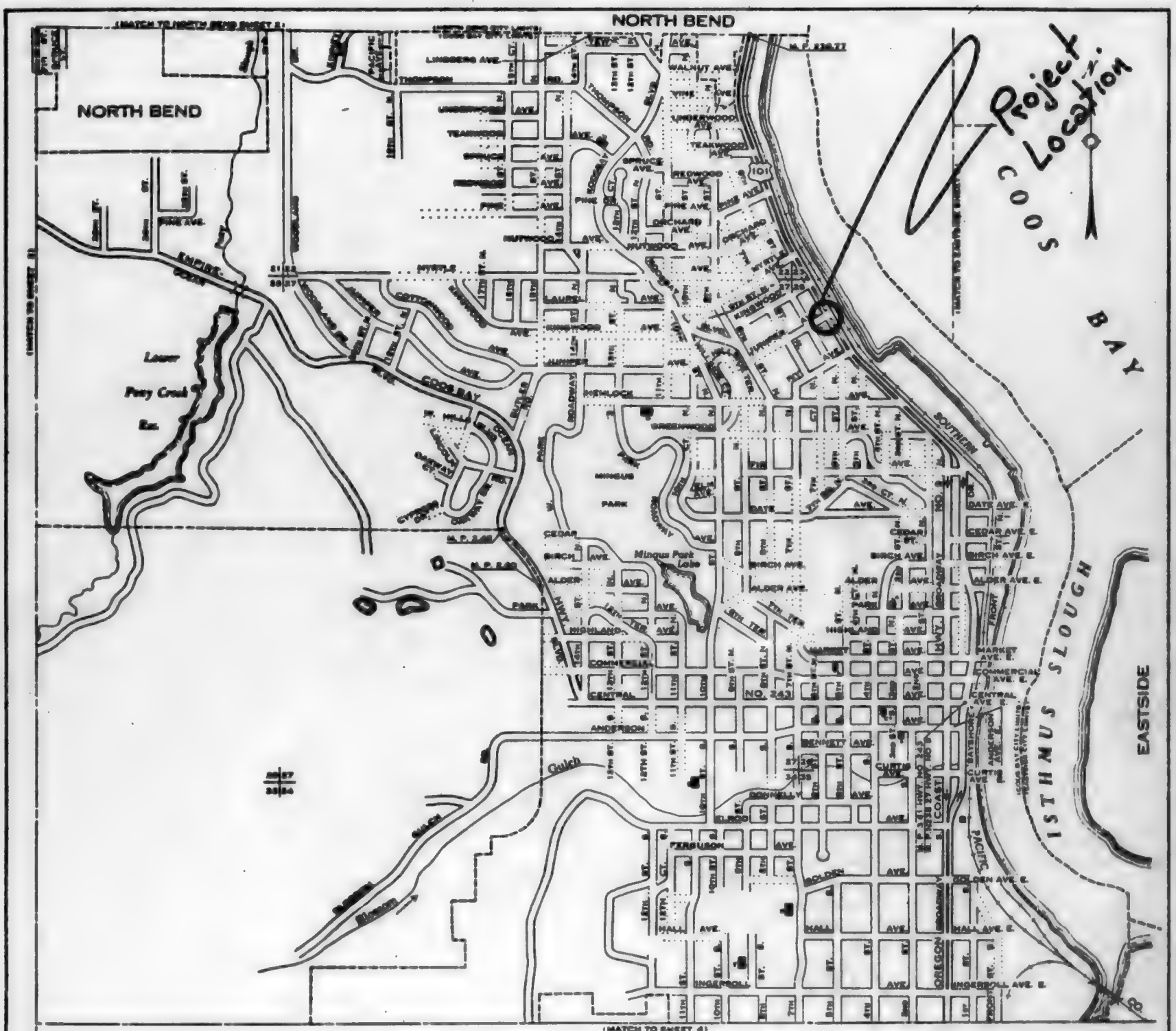
The city request is based upon "hazardous conditions" with many commercial establishments, high traffic volumes (1975 ADT on Bayshore Drive averaging 22,100 in the vicinity of Hemlock Street), and dangerous access and egress problems. Apparently a substantial volume of traffic on Koos Bay Blvd. is also experiencing difficulty and creating a hazard in gaining entry to Bayshore Dr. In any case, a standard signal warrant investigation will be required to see if one or more of the warrants are met.

It may also be worth noting that the existing roadway has a width of 74 feet with four travel lanes, a median section and concrete curbs. A six foot sidewalk is found on the right roadway margin. Existing right-of-way is 123 feet. Finally, the juncture of the two streets is a T-type intersection. The railroad tracks and the bay effectively block any easterly extension of Koos Bay Blvd.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Significant.

GAP:GR:cjh
Attachment
cc: E. S. Hunter
Alfred Shirley
Eb Engelmann

RECEIVED
STATE HWY ENGR
DEC 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File



SIGNED ROUTES

INTERSTATE

U.S.

OTHER

LEGEND

Post Office

School

R. R. Depot

Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.

Street dedicated but not open.

City Limits.

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,660

Scale in Feet

0 500 1000

Revised April 1966

SHEET ARRANGEMENT

1
2
3
4

SHEET 3 OF 4 SHEETS

Hopkins
Harwell
Unrein
Date

RECEIVED
DEC 2 - 1976
COUNTY
CITY
UNIT

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Requires Approval ☐
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FEDERAL AID PROJECT REQUEST

Applicant Agency City of Coos Bay
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAP-2 Route Name Bayshore Drive, (U.S. 101)
Project Name Signalization at intersection of Koos Bay Blvd.
FAU 2661

Project Length Individual Intersection Project Location (Attach sketch map)
Project Description Install fully traffic actuated mastarm mounted traffic signal at the intersection of Bayshore Drive (FAP-2) and Koos Bay Blvd. (FAU 2261)

Average Daily Traffic Unknown Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 74' Travel Lanes 4 Shoulders Concrete curbs
Medians Yes Parking West side of Bayshore
Sidewalks West side of Bayshore (6' walk)
Remarks

2. Desired Roadway Cross Section: (Attach sketch) N/A

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 123 Minimum 123 Maximum 123

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop sign on East bound lane of Koos Bay Blvd. at Intersection with Bayshore Drive (U.S. 101)

2. Proposed Signalization:

Location Intersection of Koos Bay Blvd. and Bayshore Drive

Type Mast arm mounted traffic actuated traffic signal
Phases 3
Type of Suspension Mast Arm
Interconnected Yes - with state system on Bayshore Drive
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in Project

4. Permanent Striping:

Include in project or by applicant? Include in Project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Two mercury vapor street lights on utility pole located on medin strip

2. Proposed Illumination:

Location Two street lights mounted on mast arm structure
Type Mercury vapor

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location Bayshore Drive and Koos Bay Blvd.

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? Street Lights

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

Remarks None

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes (Future X-ings) No

Name of Railroad Southern Pacific Railroad

Existing Crossing Protection No existing crossings - PUC crossing permit applied for. See sketch for location of proposed crossing.

2. Will existing railroad crossing be altered?

Remarks The proposed crossing will have a stop sign

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager Office
2. Environmental — City Manager Office
3. Public Hearing — City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	45,000.00
Illumination	1,000.00
Structures	_____
Railroad	_____
Other_____	_____
Preliminary engineering	4,000.00
PROJECT TOTAL	$ 50,000.00

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Coos Bay and/or _____ COUNTY

By [signature] By_____

By City Manager By_____

By_____

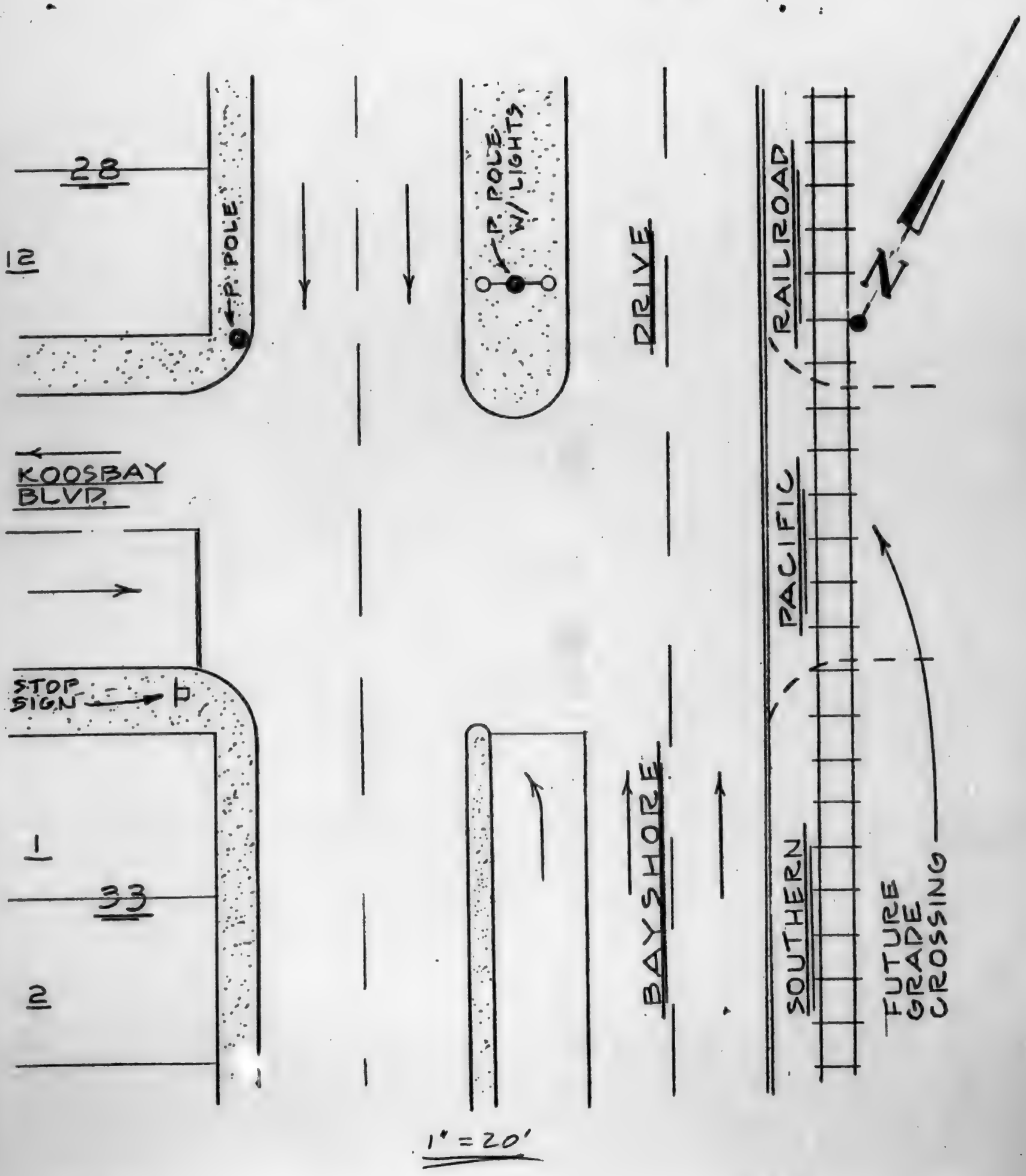
NARRATIVE

Traffic signalization is required at the intersection at Bayshore Drive and Koos Bay Boulevard in order to alleviate a hazardous conditions which currently exists. The West side of Bayshore between Koos Bay Boulevard and Teakwood Avenue is lined with commercial establishments, and access to them from Bayshore Drive is very difficult. There is currently no signalization to these businesses, and due to the high traffic volume on Bayshore Drive, it is very difficult and dangerous to enter these establishments from Bayshore, especially from the North-bound lane.

Upon signalization of this intersection, it is expected that much of the North-bound traffic which now must make an uncontrolled left turn across the two South-bound lanes of Bayshore Drive in order to gain access to the previously mentioned business establishments will make the left turn on Koos Bay Boulevard and enter the businesses from Sixth Street which runs behind them. This will greatly reduce the potential hazard created by uncontrolled left turns from the North-bound lane.

There is a substantial amount of traffic on Koos Bay Boulevard which now must enter Bayshore without signalization. This is also creating a hazard which would be reduced or eliminated by the proposed project.

The City of Coos Bay is requesting that preliminary engineering on this project be performed by the State. It is possible that the traffic counts obtained in this preliminary engineering phase will not satisfy any of the trafic signalization warrants. Traffic volume is much greater in the summer when tourist traffic is at its peak, and this should be taken into account when determining the need for this signal.



HGE INC
ENGINEERS & PLANNERS
COOS BAY, OREGON / 5th AND HIGHLAND 97420

PONY
SLOUGH
NORTH BEND
Population 9,400
COOS BAY
Population 14,130
Telegraph Hill
Glasgow Point
Inlet
Wallanch Inlet
Pierce Point
COOSTON
Crawford Point
COOS
BAY
WHITAKER CREEK
White Point
ISTHMUS SLOUGH
EASTSIDE
Population 1,845
BUNKER HILL
FAP 41
FAP 51
FAU 2700
FAU 2710
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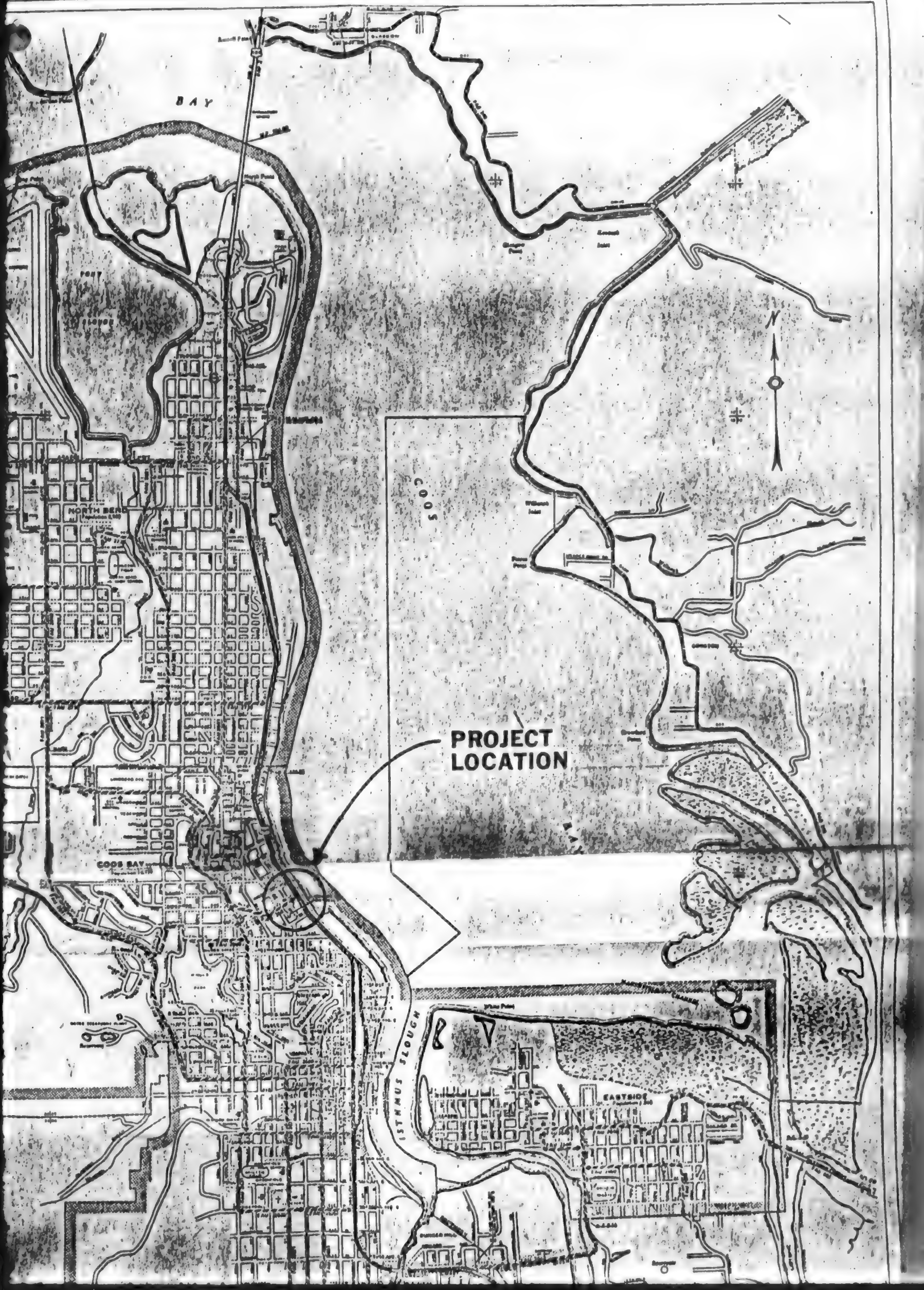
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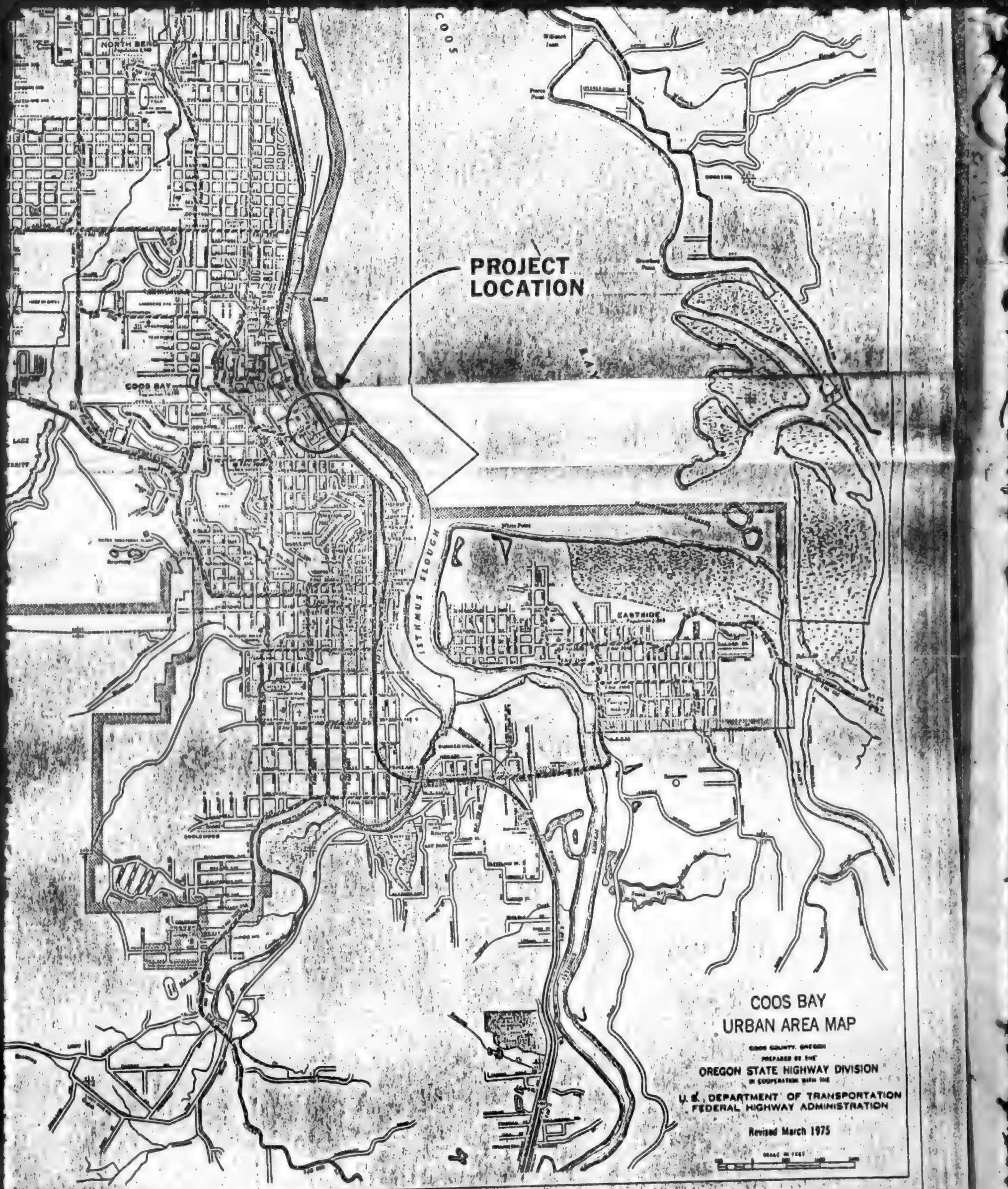
Urban Area Approved by F.H.W.A. December 28, 1974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COOS BAY
URBAN AREA MAP
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised March 1975

8799

Belier FAUS

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

November 30, 1976

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Hopkins
Harwell
Holmes ✓
Prange R
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COUNTY
CITY
UNIT

RECEIVED
DEC 2 - 1976

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Requires Approval ☐
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Other

Dear Mr. Schwarm:

This will acknowledge receipt of an FAUS project application for signalization of the intersection of the Oregon Coast Highway (US 101)(Bayshore Drive) and Koos Bay Blvd.

As discussed before, the standard traffic signal warrants must be met (as outlined in the MUTCD manual) prior to approval of a signalization project involving a state highway.

You will recall that back in the Topics era, consideration was given to closing some of the existing streets connecting to US 101 and hoping to use 6th Street as frontage type distributor. As you have pointed out, the base design of 6th Street is not adequate for truck traffic.

This leaves us the option to conduct a standard signal warrant investigation and see what the data indicates.

By a copy of this letter, Mr. Eb Engelmann, Region Environmentalist, is being asked to determine if in his opinion this project fits the statewide assessment for such projects.

Also by a copy of this letter, Mr. Osborn, Region Traffic Engineer, is asked to conduct a routine traffic signal warrant investigation at this intersection before we can formally accept your application.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
DEC - 2 '76
RE: BY TO:
FOR
Info ✓ | Investigate | R/D | Action ✓ | File | Letter | See me

MAINOR - GARY
12-6-76
APPRO. PRIORITY LIST?
OK SAYS GLC

GC/slc

cc: L.W. Rulien ✓
L.E. George
Bill Brown
Kipp Osborn
Eb Engelmann

8800 Little Deschutes River 1978
(Montgomery) Br. Sec. FAS B345
(Slab & pier cap repair)

C*a #744 7-5-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B345(1)	Deschutes	Oregon 8800

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved (1) repairing or replacing precast sidewalk slabs, and (2) repair of damaged concrete pile caps. Work was completed June 28, 1979 on the Little Deschutes River (Montgomery) Bridge Section of FAS Route B 345, approximately 15 miles north of LaPine.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
E. M. Waldron, Sr.	$ 19,361.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* D Ramey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR. JUL -3'80 REFER TO F.C.S.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X080	0.019

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY
David B. Carter, Area Engineer

11. DATE OF INSPECTION
July 9, 1979

12. IN COMPANY WITH
N. Krehbiel, Resident Engineer; R. Poole, Region 4 Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B. Carter

14. TITLE Area Engineer

15. DATE 7/1/80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner

17. TITLE Field Operations Engineer

18. DATE 7/1/80

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

8800 10-12-77 FAS B-345

NARRATIVE REPORT

Little Deschutes River (Montgomery) Bridge

Prefix: 509-1008
Contract: 8800

Deschutes County
F.A. NO.: RS-B345(1)

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

This project consisted of the repair of two prestressed sidewalk slabs and one concrete pile cap on the subject bridge.

The contract was awarded August 28, 1978 to E.M. Waldron, Sr., Bend, Oregon. The contract amount was $19,861.00. The project authorization, including contingencies and engineering, was $22,740.85.

The final cost of the project, including three price agreements and engineering, was $20,653.59, an underrun of 9.2%.

The contractor started work on October 18, 1978. On the third day of work, October 20, 1978, it was found that the 3/4"x32" H.S. bolts which had been delivered were too short, due to a plan error. Longer 40" bolts were ordered promptly, but were not delivered until December 4, 1978. At this time winter weather made it impractical to continue work and a stop work order was written effective December 11, 1978. A resume work order was written effective May 14, 1979 and the contractor completed work on June 28, 1979, using 136 days.

The contract had a specified time limit of 90 calendar days, but was granted an extension to 138 days primarily as a result of the delay in getting the required longer bolts.

When the contractor drilled 1" diameter holes into the voids in preparation for pressure grouting, the paper forms used for forming the voids were found to be wet and collapsed. A price agreement was written to enlarge the holes and the paper was removed prior to sealing off the larger entry holes and pressure grouting.

wet?

A final inspection of the project was made July 9, 1979 by Robert Pool, Region Construction Engineer, Dave Carter, FHWA and Norm Krehbiel, Resident Engineer.

Traffic Control Summary:
In accordance with Section 111 of the special provisions two "Bridge Construction Ahead" and two "Men Working" signs were placed as designated and a 5' Type III barricade was placed across the sidewalk at each end of the structure.

No other traffic control measures were necessary, as the equipment and materials were at all times located north of the roadway fill on the west bank of the river, and men working on the sidewalk repair were protected by the existing concrete rail.

No flagging was required on this project.

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ROAD DESIGN SECTION

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N. D. Krehbiel
Resident Engineer

8800

CON 5
#8800

October 17, 1979

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

Contract No. 8800 awarded to E. M. Waldron, Sr., for work on the Little Deschutes River (Montgomery) Bridge in Deschutes County was completed on June 28, 1979 and accepted by the State Highway Engineer on October 15, 1979.

Final payment in the amount of $1,049.44 will be released to the contractor after October 22, 1979. The total contract amount is $18,285.76 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

rls

cc: E. M. Waldron, Sr.
64330 Bend-Redmond Hwy.
Bend, OR 97701

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

1700

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Deschutes River (Montgomery) Bridge		WEEK ENDING: July 7, 1979
		SECTION PREFIX: 509-1008
HIGHWAY: FAS B345		COUNTY: Deschutes
NAME OF JOB: Little Deschutes R. (Montgomery) Bridge	KIND OF WORK: Slab & Pier Repair	
CONTRACTOR: E.M. Waldron, Sr., Construction	CONTRACT NUMBER: 8800	FEDERAL AID PROJECT NUMBER: RS-B345(1)
DATE OF CONTRACT: August 28, 1978	DATE WORK STARTED: October 18, 1978	ESTIMATED COMPLETION DATE: July 1, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 138	CALENDAR DAYS USED 136
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 22,740.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 20,754.75	ENGINEERING AUTHORIZATION $ 1,986.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,754.75	ENGINEERING COST TO DATE $ 2,209.76	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED: June 28, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 9 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Job Completed June 28, 1979.

RECEIVED
JUL 9 1979

Constr. (3)
Region
File

SIGNED M.D. Archbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

5800

8

April 4, 1979

E. M. Waldron Sr. Construction
64330 Bend-Redmond Highway
Bend, OR 97701

Gentlemen:

Time Extension
Little Deschutes River
(Montgomery) Bridge
Deschutes County
Contract No. 5800

Your request for an increase in calendar days on the above project has been given careful review. A 48 calendar day time extension is hereby granted. Considerations in granting this extension were delays due to an error on the plan drawings and extra work.

The contracted time for completion of work will be extended to 138 calendar days.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jj

bc: C. T. Keasey
Robert Church
Dale Allen
Norm Krehbiel
FHWA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 29, 1979

FILE: CON 5 #8800

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Little Deschutes River
(Montgomery) Bridge
Deschutes County
Contract No. 8800

E. M. Waldron Sr. Construction, the contractor on the above project, has requested a 44 calendar day increase in which to complete the project. Reasons for the request are a plan error which required reordering of required materials and extra work.

The project consists of slab and pier cap repair. Due to an error in a plan detail, incorrect length bolts were ordered to hold the plating for the pile cap repair. The Region has made a thorough analysis (copy attached) of the time lost as a result of this error and the added extra work. After review of the facts, we concur with the Region's analysis and recommend the contractor be granted 48 calendar days.

The allowable contract time in which to complete the project will be extended to 138 calendar days. The project is still under a stop work order due to unfavorable weather.

This is a rural secondary project. FHWA concurrence will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Dale Allen
Norm Krehbiel

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Info | Inves | R/D | D/R | Sign | Act | File

Kessey Richards
Jackmond
Williams Widmer
Johnson Church
Glenn

RECEIVED
MAR 12 1979
CONSTRUCTION BRANCH

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 8800

Bend, Oregon, 97701
March 9, 1979

Robert C Pool

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Time Extension Request
Little Deschutes River (Montgomery)Br
Contract No. 8800

TO: C. T. Keasey
Construction Engineer

Here is a Time Extension request which has been submitted by E.M.Waldron,Sr. for an increase of 44 calendar days. The request is based on an error in the plans, poor weather, and extra work items. Pertinent dates and data are listed below:

Contract award	August 28, 1978
Time started	September 12, 1978
Work started	October 18, 1978
Plan error discovered	October 20, 1978
New bolts ordered	October 23, 1978
New bolts delivered	December 4, 1978
Stop work order given	December 11, 1978
Original contract time	90 days
Time charged to date	90 days
Excess time used	0

On October 20, 1978 a plan error was found. Drawing 33435 showed the existing cap as 28 inches wide; it is actually 36 inches wide. The 3/4 inch x 32 inch bolts had already been shipped. The contractor ordered longer bolts on October 23rd and received them on December 4th. By December 4th winter had set in and it was not practical to perform any contract work.

During the delay period the contractor worked October 21st through November 3rd. (14 calendar days) with a two man crew, preparing for the pressure grouting operation. If the contractor had the bolts, he would have put on a larger crew and accomplished this work in less time. The contract work accomplished in this 14 day period with two men would equate to about 6 days of work with a full crew (5 men). Calendar days should be charged for this 6 day period.

The pressure grouting work in the slabs could not be done during the delay period, even though it was not directly related to the lack of bolts. This is because the contractor was having the pressure grouting done by a specialty contractor, and with the small amount of work involved, we could not expect him to mobilize this crew on two separate occasions.

Although the contractor did not request additional time for the period December 5th through December 11th, I think it should be granted. Because of the plan error he could not resume work until December 5th, but by then the weather was too bad to work. This would amount to seven days.

The work done under PA # 1 was furnishing extra length bolts and core drilling extra length holes in the cap. This work was done between October 20th and December 4th. The work required under PA # 2 has not yet been done. The contractor started this work but was not able to complete it because of cold weather and ice in the slab voids. The two days requested for these PAs is very reasonable.

Recommendation Summary:

Plan error-October 21st - Dec. 11th.	52 calendar days
Credit for contract work done during delay period	- 6 calendar days
PA's # 1 and 2	2 calendar days
	48 calendar days
Contractor request	44 calendar days

RCP:pw
cc: N.D. Krehbiel
Enclosures

Bond #9208732

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date FEBRUARY 12, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 134 days, within which to complete our Contract No. 8800, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

THE CAP AT BT. 2 WAS FOUND TO BE 8" WIDER THAN SHOWN ON DRG. 33435.
IMMEDIATELY AFTER THIS ERROR WAS FOUND, LONGER 3/4" H.S. (A-325) BOLTS
WERE ORDERED ON OCTOBER 23, 1978 AND RECEIVED ON P.M. OF DECEMBER 4, 1978,
FOR A FOURTY TWO DAY DELAY---------- 42 DAYS
ESTIMATED TIME TO PERFORM WORK UNDER PRICE AGREEMENT NOS. 1 & 2 --- 2 DAYS
TOTAL ADDITIONAL TIME REQUESTED 44 DAYS

Respectfully submitted,

E.M. WALDRON SR. CONSTRUCTION
Contractor

By E M Waldron Sr.

CONSENT OF SURETY

Date February 13, 1979

We, Fidelity and Deposit Company of Maryland

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J Pat Metke
Attorney-in-fact

J. Pat Metke C W Baily (SEAL)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8800 Contractor E. M. Waldron Sr. Construction

Highway FAS B-345

Section Little Deschutes River (Montgomery) Bridge

Kind of Work Slab and Pier Cap Repair

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Forty-eight (48) calendar days granted for delays due to an error on the plan drawings and extra work.

Recommended for Approval:

Robert C Paul
Division Engineer

O. B. Jackmond
for Construction Engineer
Resident Engineer

H S Coulter
State Highway Engineer

Contract No.	8800
Project designation	RS-B345(1) (State-Federal)
Date awarded	August 28, 1978
Work started	October 18, 1978
Per cent completed	34 — 11-5-78 (Date)
No. of ~~Workdays~~ Calendar Allowed	90
No. of ~~Workdays~~ Calendar Used	90
No. of Added ~~Workdays~~ Calendar Requested	44

Power of Attorney

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

HOME OFFICE: BALTIMORE, MD.

KNOW ALL MEN BY THESE PRESENTS: That the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, a corporation of the State of Maryland, by C. M. PECOT, JR. , Vice-President, and PAUL E. ZACHARSKI , Assistant Secretary, in pursuance of authority granted by Article VI, Section 2, of the By-Laws of said Company, which reads as follows:

"The President, or any one of the Executive Vice-Presidents, or any one of the additional Vice-Presidents specially authorized so to do by the Board of Directors or by the Executive Committee, shall have power, by and with the concurrence of the Secretary or any one of the Assistant Secretaries, to appoint Resident Vice-Presidents, Assistant Vice-Presidents, Resident Assistant Secretaries and Attorneys-in-Fact as the business of the Company may require, or to authorize any person or persons to execute on behalf of the Company any bonds, undertakings, recognizances, stipulations, policies, contracts, agreements, deeds, and releases and assignments of judgments, decrees, mortgages and instruments in the nature of mortgages, and also all other instruments and documents which the business of the Company may require, and to affix the seal of the Company thereto."

does hereby nominate, constitute and appoint J. Pat Metke of Bend, Oregon.....

its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, each in a penalty not to exceed the sum of TWO HUNDRED FIFTY THOUSAND DOLLARS ($250,000).....

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Baltimore, Md., in their own proper persons. This power of attorney revokes that issued on behalf of J. Pat Metke, dated April 24, 1967.

The said Assistant Secretary does hereby certify that the aforegoing is a true copy of Article VI, Section 2, of the By-Laws of said Company, and is now in force.

IN WITNESS WHEREOF, the said Vice-President and Assistant Secretary have hereunto subscribed their names and affixed the Corporate Seal of the said FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 2nd day of August, A.D. 19 76

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

ATTEST:

Assistant Secretary

By *Vice-President*

STATE OF MARYLAND
CITY OF BALTIMORE } ss:

On this 2nd day of August, A.D. 19 76, before the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and qualified, came the above-named Vice-President and Assistant Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and they each acknowledged the execution of the same, and being by me duly sworn, severally and each for himself deposeth and saith, that they are the said officers of the Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and that the said Corporate Seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Baltimore, the day and year first above written.

Notary Public Commission Expires July 1, 1978

CERTIFICATE

I, the undersigned, Assistant Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this certificate; and I do further certify that the Vice-President who executed the said Power of Attorney was one of the additional Vice-Presidents specially authorized by the Board of Directors to appoint any Attorney-in-Fact as provided in Article VI, Section 2 of the By-Laws of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND.

This Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 16th day of July, 1969.

RESOLVED: "That the facsimile or mechanically reproduced signature of any Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed."

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the said Company, this .....day of....., 19.....

Assistant Secretary

L1419—Ctf. 200832

8800

STATE COPY

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 9-213	FEDERAL-AID PROJECT AGREEMENT 9-22-78	County Deschutes Project No. RS-B345(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 18 mi. S.W. of Bend.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.02
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,340.00	$ 21,730.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Smith

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cupet
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, September 20, 1978

Federal Aid Project
No. RS-B345(1)

LITTLE DESCHUTES R. (MONTGOMERY) BR.
FAS B345
DESCHUTES COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,600.00

Type Code X080
Montgomery Bridge #16061 (Sta. 13+88 to Sta. 14+88)

Mobilization	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		600.00
Temporary Barricades	2 Only	$50.00	100.00
Temporary Signs	31 Sq.Ft.	3.00	93.00
Flagmen	120 Hour	23.00	2,760.00
Slab Repair	All Required		9,740.00
Pile Cap Repair	All Required		5,568.00
	Subtotal		$19,861.00
	Engineering		2,879.00
	Total		$22,740.00

Length of Structure - - - - - - - - - - - 0.019 mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 2,230.00	$ 370.00
Structure	22,740.00	19,500.00	3,240.00
Total	$25,340.00	$21,730.00	$3,610.00

Group 1 100%
Contract No. 8800
Prefix: 509-1985
Prefix: 509-1008

8800

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1978

Mr. E. M. Waldrom, Sr.
64330 Bend-Redmond Highway
Bend, OR 97701

Dear Mr. Waldrom:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8800 for work on the Little Deschutes River (Montgomery) Bridge in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhn
Enclosure

cc Fidelity & Deposit Company of Maryland
Portland and Baltimore, Maryland

C. T. Keasey
Walt Hart
Robert Church
Dale Allen
Norman Krehbiel
Jim Kinne

8800

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B 345 (1)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.:

ITEM NO.: 80281

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5/18/78	7/5/78	Secondary B 345	County Road

GENERAL LOCATION:

Little Deschutes River (Montgomery) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE
7-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/5/78	V. V. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8800

July 5, 1978

Deschutes County Board of Commissioners
Deschutes County Courthouse
Bend, OR 97701

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4744

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the repair of the Little Deschutes River (Montgomery) Bridge Section of South Century Drive in Deschutes County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8800

ENVIRONMENTAL REVIEW CHECKLIST

Deschutes

ALL CLEAR 6/28/78
Donald L Rondt

All Clear Deadline _____ Bid Letting _____

SECTION Little Deschutes R Crossing Br.
Highway So Century Drive
County Deschutes Region 4
Type of Work _____ Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey			X		
Cultural Salvage		X			
NOISE:					
Noise Study				X	

N/A State Funds

STATE OF OREGON

INTER-OFFICE MEMO

TO: FILES

DATE: June ~~20~~ 21, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Little Deschutes River (Montgomery) Bridge
South Century Drive, FAS B-345
Deschutes County

Under contract number 7945, completed in 1974, the Montgomery Bridge was constructed as a Federal Aid Secondary project in Deschutes County. There has been some structural damage, due to freezing temperatures, because of apparent Design and Engineering deficiencies.

In discussion with Federal, State, and Deschutes County personnel, it has been deemed necessary that repairs should be made immediately to this structure. The project is currently scheduled for the July, 1978 bid letting, and will be constructed at an estimated cost of approximately $18,000. An administrative decision has been made today to use State federal aid secondary funds and State matching funds. In essence, the entire project will be constructed at no expense to County, other than future maintenance.

The repair of this structure was approved by the Oregon Transportation Commission on April 25, 1978, utilizing federal aid secondary funds.

DNH:lml

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
W. J. Hart
C. T. Keasey
Dale Allen
C. W. Head

6-21-78 Mary Dietz prefers to have Comm reauthorize their delegation for signing construction agreement. However, in interest of proceeding present delegation order sufficient this time
D Kenner
cc Mary Dietz
6/21/78

Please have the County Board members initial the additional strike-out at the top of page two on all three agreements. Have the clerk attest the copies and return to Salem by June 27th.

-125-1387

BOARD OF COMMISSIONERS
BEND, OREGON 97701

Albert A. Young | Donald T. Grubb | Robert L. Montgomery

June 2, 1978

ROE RCE FAE
RTE RECEIVED GEO
RUE JUN 5 1978 RDE
RSO REGION 4 RBE
ASSIGNED_____

L. R. Asburry
Region Federal Aid Engineer
Dept. of Transportation, Highway Division
Region 4
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Asburry:

We object to Item #1 under the "Things To Be Done By The County" section of the agreement. This project was designed and inspected by the Oregon State Highway Department. All of the repairs being made are necessitated by poor design and/or inspection.

Since this project is caused by other peoples mistakes we feel we should not be penalized from our allocation of Federal funding.

We have crossed out Item #1 from the enclosed agreements.

Sincerely,

BOARD OF COMMISSIONERS

CHAIRMAN

COMMISSIONER

COMMISSIONER

cc: Mike Hollern

9700

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

6-16-78

Subject: Federal Aid Project No. FAS-B345
Project Name Little Deschutes River (Montgomery) Bridge 509

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 16 day of June, 1978

County of Deschutes

Certified By:

Regional Right-of-Way Supervisor
Date 6-26-78

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____

8800

5-1x-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B345(1)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80281

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5/18/78	5/18/78	Secondary B345	County Road

GENERAL LOCATION:
Little Deschutes River (Montgomery) Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Bridge Reconstruction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☑ PREPARATION including Archeology salvage and utility preparatory work. TEC NTE $2,200 F.F. $1,880
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS: As requested in Mr. Swan's letter of 5/5/78 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2, par. 10e.

Also as requested in Mr. Swan's 5/5/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $12,800 federal funds,$10,970 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan 5-30

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/18/78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9800

Date 4-17-78 PROJECT MANAGEMENT OFFICE MEMO

4/18/78 Carstensen going to Contact in Tindall and get Profile

Subject Montgomery Br Repair File No. Deschutes Co

Received (call) (~~visit~~) from John Tindall

Address

Made (call) (visit) to Phone 6551

Reason for contact and general discussion:

What profile should be used? Has expended 8± hours.
Proposes to proceed w/ design as soon as basic plan agreed to: Estimates: $1,000± Bridge
500- Span & Pratt
1,500-2,000 Total

Region request to be 4-10-78 Want $1,000 Per Reynoldson

By trying for July or Aug Doesn't need more full info

Promised to check and let him know a profile.

We may have enough info & Carstensen could write Survey Auth

There is possibility of not charging Co - State law applies

Reynoldson - Please follow up and let Tindall know profile

Signature Arnold Kemper

Note - H.S. Coulter 4-18-78 approved because using State funds only of State law for design.

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

7800

8

April 11, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Request

On the consent calendar for the April 25 meeting, there will be a request from Deschutes County for a repair project on the Little Deschutes River (Montgomery) Bridge Section on FAS 8345.

FAS-C funds for this project are estimated to be $12,900 with State providing all of the required matching funds, approximately $2,100.

This project has been investigated and is eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
Dale Allen
D. N. Harwell
George Bell

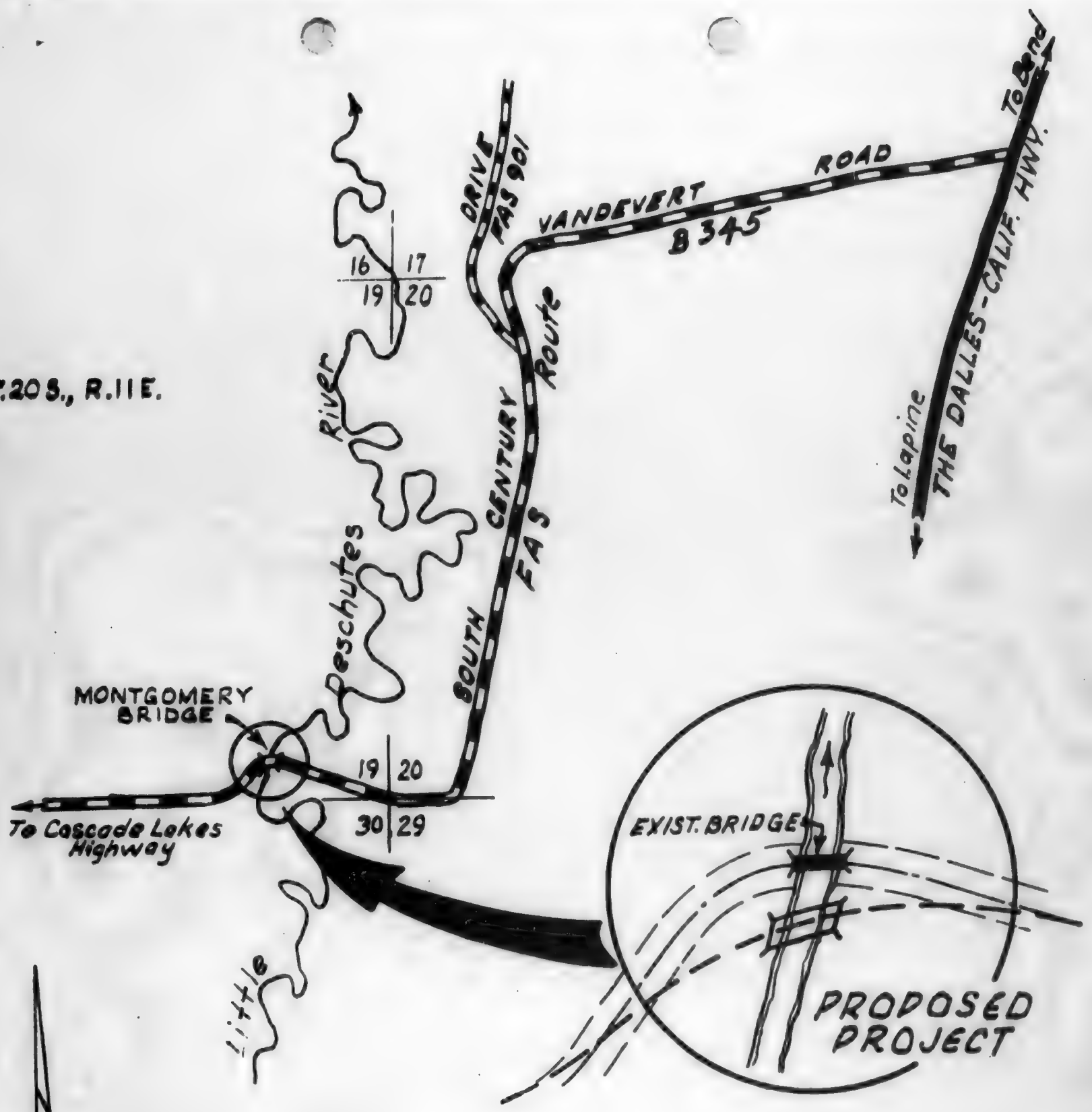
Deschutes County
Proposed FAS-C Project

Little Deschutes River (Montgomery) Br.
South Century Drive FAS B 345
Structure Repair
$15,000

The project consists of reparing the present slabs and a pier cap of the Montgomery Bridge. This structure is 77 feet long and 32 feet wide. The structure was completed in October 1973.

78-C

4/11/78



LITTLE DESCHUTES RIV. (MONTGOMERY) BR.

SOUTH CENTURY DRIVE

Deschutes County

8800

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Montgomery Bridge

Date March 28, 19 78

Highway South Century Drive FAS B-345

Authorization No. 1

County Deschutes

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Montgomery Bridge on South Century Drive (FAS B-345) at the Little Deschutes River

Purpose of survey:

Prepare plans, specifications and estimate of costs for structure repair.

Estimate of cost:

To Contract
4-10-78
/s/ HR

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

..... Location Engineer

Approved:

..... Assistant State Highway Engineer

SP*19780-734

Section Montgomery Bridge Prefix _____ Auth. No. 1

Highway South Century Drive, FAS B-345 Length 0.01 County Deschutes

		Authorized	Spent to	Total Required
Field Survey	(901)	1,000.		
Citizen ~~Input~~ Participation	(902)			
Consultant	(904)			
Final Design	(905)			
Bridge Design	(906)			
Preliminary Design	(907)			
R/W Descriptions	(909)			
Soils & Geology	(910)			
Traffic	(911)			
Landscape	(912)			
Liaison	(913)			
Utility	(914)			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	(921)			
Environmental	(923)			
Planning	(924)			
Foundation Exploration	(926)			
Seminars	(950)			
Hearings	(980)			
Equal Opportunity	(985)			
TOTALS				

Field Survey % Complete _____ Field _____ Office _____

Remarks: _____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

March 28, 1978

FILE: PRE LOC

FROM: L. R. Asburry
Regional Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Montgomery Bridge (FAS B-345)

TO: D. H. Moehring
Manager
Project Management

Attached is a FAS-C project request from Deschutes County to repair structural failures on the Montgomery Bridge on South Century Drive.

The failures consist of defective prestressed slabs which broke and spalled out on the outside of the structure. The other problem which has not been discussed as much involves failure of the center pier cap. Apparently the center bent was staked and constructed one foot too far easterly. The Bridge Design and Construction Sections were consulted and the field was notified that no modification of the cap was necessary. However, modification of the erection pattern was advised. Subsequently, the westerly side of the pier cap has partially failed because the slabs are too close to the edge. This request is for the repair of both failures.

Funding of this project has been previously discussed and the conclusion is that the only available funds would be FAS-C. It is the recommendation of this Region that the State pick up the County's matching share.

A Project Assessment is not being submitted as this work is covered by the Statewide Assessment. An Authority for Survey is being submitted to cover the costs of preliminary engineering.

LRA:pw
Enclosure

Survey Authorization to Carstensen 4/6/78 HH

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 30 1978

TAA Zahner File: PM FA LG OP

See attached letter from Coulter authorizing State to pick up all match. Lets proceed now

FEDERAL AID PROJECT REQUEST

Date March 21, 1978

Applicant Agency Deschutes County

Request for: Off-System ____, FAS-C XX, FAUS ____ Project

Federal Aid Route No. B-345 Route Name So. Century Drive

Project Name Montgomery Bridge Repair

Project Length 77 feet Project Location (Attach sketch map)

Project Description Repair of precast slabs and pier cap on the Montgomery Bridge.

Average Daily Traffic 520 Design Speed 50 MPH

Complete Applicable Sections:

I. ROADWAY DATA See Project BRS-347(3)

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 @ 12' Shoulders 4'

Medians None Parking None

Sidewalks On north side

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks Same as existing

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum ____ - ____ Maximum ____ - ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes XX No ____

3. Will additional right-of-way be needed? Yes ____ No XX

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Over Little Deschutes River Br. # 1606

Type Precast slab on concrete piling.

Approach Roadway Width 32' Shoulder Width 4'

Length 77' Width 44'

To remain in place? Yes

2. Proposed Structure:

Location Same

Approximate Size: Length 77' Width 44'

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks ~~The work consists of repairs to the existing bridge.~~

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Deschutes County Board of Commissioners Office
2.	Environmental	Same Office
3.	Public Hearing	Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State XX Consultant _____

2. Project construction engineering to be performed by:

Applicant _____ State XX Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No XX XX+
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	~~10,000~~
Structures	_____
Railroad	_____
Other _____	_____
Preliminary engineering	_____
PROJECT TOTAL	$ 10,000

Remarks Project to be paid for with Federal and State funds. No County matching funds are to be used.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

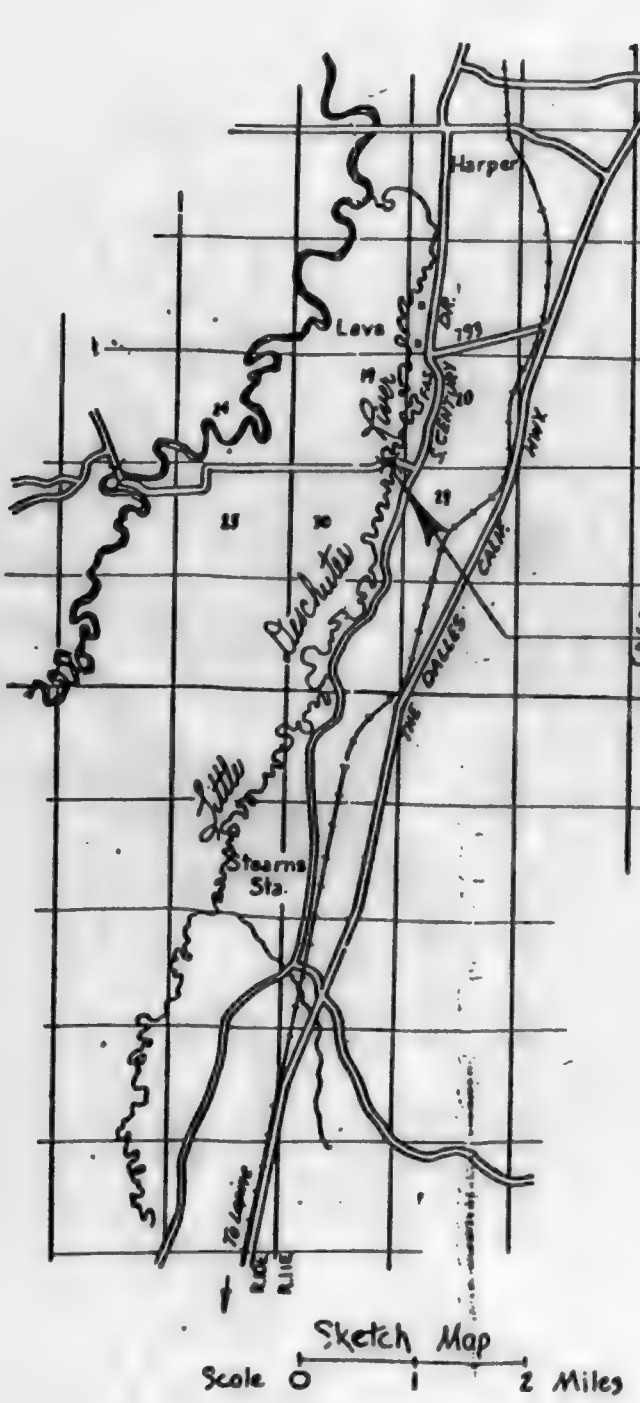
CITY OF _____ and/or Deschutes COUNTY

By _____ By _____

By _____ By Ronald L. Grubb

By Bob Montgomery

(1976)



Sketch Map

Scale 0 1 2 Miles

8800

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 21, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Structural Failure
Montgomery Bridge (FAS 793)
Little Deschutes River
Deschutes County
Contract #7945

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 30 1978
NOTED
H. S. COULTER
File: PM FA LG OP
TAA

The matter of repair to Montgomery Bridge in Deschutes County has been reviewed and discussed with FHWA, Region 4, Deschutes County, Bridge Design and in conclusion, all agree that the State has an obligation to help Deschutes County.

It is this office's recommendation that we request a project application for the Federal share (86%), with ODOT picking up the matching share (14%) of both State and County.

The County would be most pleased to pay their own 7% match and retain their federal dollars for future projects. However, there is not any reserve for this sort of financial procedure, therefore, it must come from the local entity allocation.

It is apparent the failure is a direct result of design, as well as construction errors, and not a result of poor or faulty maintenance, therefore, we recommend a project of 86% FA and 14% State, based on request of Deschutes County. If such a problem was detected while we had an active construction project, State match would only be 7 percent.

The County feels this project could perhaps be done for approximately $10-15,000, as they have had rough quotes from several contractors.

DNH:lml

cc: Bridge Design (Hart)
Region 4 (Allen)

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-29-78

3-30-78 orig. + 1 w/route to Allen & Hart

Add to FASE program and proceed.

RECEIVED
MAR 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-128-1387

8700

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
March 10, 1978

FILE: 7945
CON 5

FROM: Dale Allen
Regional Engineer

TO: H. J. Coulter
State Highway Engineer

SUBJECT: Montgomery Bridge
Little Deschutes River
FAS 793
Deschutes County
Contract No. ~~7945~~

About four years ago the State designed and handled the field construction of a prestressed slab bridge for Deschutes County. The bridge is now in need of contract maintenance, apparently because of design and field construction errors.

The repair of this structure has been discussed with the County by our Federal Aid engineer and the County questions whether they should be responsible to pay for the repairs.

The damage is explained in the attached report by Robert Pool. It involves severe spalling of the exterior beams (Sketch A & B) and cracking under the bearing seats at Bent 2 (Sketch C).

The reason for the first damage is an apparent oversight in the design which allowed water to get into the void tubes, which froze and broke the beams. The reason for the second problem at Bent 2 is that there was a one-foot error in staking the bent.

The Bridge Design section has been advised of this problem and can give you an estimate for the correction. We would guess that it would be in the $10-20,000 range. FHWA has advised that these repairs can be covered utilizing federal funds. The purpose of this letter is to suggest that the State pick up the tab for their 7 percent as well as the County's 7 percent of the matching cost.

If you concur, please advise the Design Section to prepare the necessary plans and specifications.

DA:mr

encl

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 15 1978

TAA Harwell File: PM FA LG OP

Harwell ✓ Recommendation please. —

Allens recommendation is reasonable. If you and Hurt agree prepare letter of recommendation for me to respond to Coulter

RECEIVED
STATE HWY ENGR
MAR 13 '78
REFER TO
W. Hurt
FAS
Info Inve. R. T. Y.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

January 23, 1978

FILE: MAI 14-1

FROM: Robert C. Pool
Robert C. Pool
Regional Construction Engineer

SUBJECT: Montgomery Bridge

TO: Walt Hart
Bridge Engineer

Deschutes County recently cleaned out the void tubes where the side of the prestressed slab has broken out. We have investigated the problem and have found the following:

1st Prob

1. Slab 2A has broken out at two locations on the outside of the slab (see photos). The voids had filled with water and frozen.

2. Slab 1A is cracked longitudinly on the top and side along 75% of length (See sketch and photos).

3. Void tubes are out of plan position, about one inch too high and two inches too far toward edge of slab. We drilled holes to varify void location.

4. All void tubes under the rail had water in them.

5. Where side of slab was broken out, a 1½ inch by ten inch slot was in the top of the void, directly under the post. Evidently this was part of the forming for the post blockout. It was raining hard and water was running down thru the slot, into the void (see photos).

This is the fourth winter since the bridge was constructed. Evidently it took this long to fill the voids. I can see no other possibility for water getting in the voids, other than leaking around the posts.

The cause of the problem appears to be that the voids are in the wrong location. The County will have to make repairs and would like some help. Can you tell me where we stand on this?

Why not Use FA from Co. 868 State pay allowable HB

Dan

2nd Prob

RCP:pw
Enclosures

Center Bent 1st off causing cracking under beams.

8800

Date 1-5-78 (1:45 pm) PROJECT MANAGEMENT OFFICE MEMO

Subject Cracked Slab by Railing Anchor Bolts File No.

Received (call) (visit) from Charles Flemmer

Address Deschutes County Roadmast..

Made (call) (visit) to Phone 382-4000 (23)

Reason for contact and general discussion:

Montgomery Bridge (SBRP) Contract # 7945 constructed in 1974 has developed a cracked slab by apparent drilling & placement of anchor bolts in a "void" for placing of handrailing. Herb Schell has reviewed along with Bob Pfile. Talked with Director (Foxx) & it would conceivably be a design rather than maintenance. This should be reviewed as contract made with Flemmer as to what action is necessary & possibly reimbursed.

FHWA (Carter)
Reg 9 (Williams)
Bridge (Wilson)

Signature

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) ( ) M N
Circulate: PME LGE OPE FAE LGE OM Other

8801 Cabin Creek Safety Rest Area 1978
on Pac. Hwy. north of Roseburg
(Water system)

8801

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-198		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 1	9-25-80	Project Number I-5-3(115)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,480.00	$ 205,490.00
Federal funds	$ 189,490.00	$ 189,500.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 22, 1980

Federal Aid Project
No. I-5-3(115)145

Cabin Creek Safety Rest Area
Pacific Highway in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Convenience Facilities

Subtotal of previous estimate of September 21, 1978	$180,541.30
SUBTOTAL	$180,541.30
Engineering	24,448.70
TOTAL	$205,490.00

Length of Project ---------- 0.0 miles

Federal Funds ----------	$189,500.00
State Funds ----------	15,990.00
TOTAL	$205,490.00

Group 1 100%
Contract No. 8801
Prefix 610-1086

8801

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-264	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 9-27-78	State Oregon County Douglas Project No. I-5-3(115)145

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 2.5 mi. N. of N. Oakland Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 205,480.00	$ 189,490.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E Tolentu

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 27 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 21, 1978

Federal-Aid Project
No. I-5-3(115)145

CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project Agreement Estimate.

Type Code Y022
Convenience Facilities

Mobilization	All Required			$ 7,500.00
Temporary Protection and Direction of Traffic	All Required			1,000.00
Temporary Signs	74	Sq.Ft.	7.50	555.00
Flagmen	120	Hour	22.50	2,700.00
Clearing and Grubbing	All Required			13,500.00
General Excavation	20,320	Cu.Yd.	2.10	42,672.00
Trench Excavation	1,105	Cu.Yd.	12.00	13,260.00
Watering	145	M-Gal.	11.40	1,653.00
Aggregate Base	940	Cu.Yd.	9.40	8,836.00
Concrete Weir	10	Sq.Yd.	59.50	595.00
7'-0" x 5'-1" Structural Plate Pipe Arch	48	Lin.Ft.	129.00	6,192.00
8-inch Irrigation Pipe	1,436	Lin.Ft.	9.45	13,570.20
18-inch Culvert Pipe	144	Lin.Ft.	11.65	1,677.60
24-inch Culvert Pipe	84	Lin.Ft.	30.00	2,520.00
72-inch Culvert Pipe	66	Lin.Ft.	70.00	4,620.00
18-inch Metal Flap Gates	1	Each	312.50	312.50
Concrete Inlets, Type D	1	Each	450.00	450.00
Type 2 Fence	50	Lin.Ft.	3.85	192.50
16' Single Gates	1	Each	82.50	82.50
CL-6R Chain Link Fence	1,530	Lin.Ft.	7.40	11,322.00
16' x 72" Chain Link Single Gates	1	Each	175.00	175.00
Pedestrian Ramp	2	Each	950.00	1,900.00
Grouted Riprap	6	Cu.Yd.	40.00	240.00
Roadside Seeding and Mulching	4	Acre	650.00	2,600.00
Irrigation Pumping System	All Required			7,746.00
Irrigation Pipe System	All Required			34,670.00
				$180,541.30

Additional Items

Temporary Erosion Control	All Required	$ 500.00
Subtotal		$181,041.30
Engineering		24,438.70
Total		$205,480.00

Length of Project - - - 0.00 Mile

Federal Funds -	$189,490.00
State Funds -	15,990.00
Total	$205,480.00

Group 1 - 100%
Contract No. 8801
Prefix: 610-1086

8801

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

LN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-9-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/9/80	T. P. Lowe, Area Engineer		I-5-3(115)145
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2/27/79	5/26/79	39 %	210 days
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CABIN CREEK SAFETY REST AREA

PACIFIC HIGHWAY

Water System

The project involved construction of a surface run-off reservoir for irrigation.

RECEIVED
STATE HWY ENG'R
APR 11 '80

4/14
cy

REFER TO
Keasey
FOR
Info | Lmds | R/W | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4/9/80	TITLE: Field Operations Engineer	DATE: 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8801

May 23, 1979

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Contract No. 8801 awarded to J. B. Steel, Inc. for water system work at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on February 27, 1979, and accepted by the State Highway Engineer on May 21, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 29, 1979.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
Alfred Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 18, 1979

FILE:

FROM: C. T. Keasey for R. D. Church
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8801, Work Completed February 27, 1979

Project Cabin Creek Safety Rest Area

Highway Pacific

County Douglas

Type of Work Water System

Contractor J. B. Steel, Inc.

Recommended Acceptance Date May 21, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

Letter sent to surety on 5-23-79 by Karen.

RECEIVED
STATE HWY ENGR
MAY 22 '79
REFER TO
FOR

APPROVED
for STATE HIGHWAY ENGINEER
DATE: 5/22/79

5-22 orig to Head
cy to Construction

8801 5-2-79 Doug. Co.

NARRATIVE REPORT

Subject: Cabin Creek Safety Rest Area
Water Improvement
Douglas County
Contract No. 8801

History:

The present well system for the "NB" and "SB" Safety Rest Areas was placed in operation in 1970. The system was used for potable water, ie; drinking, flush water and irrigation of the areas. Intermittent problems with water quantity and quality have existed since shortly after opening of the rest areas. Henceforth, this project was developed to construct an earth fill reservoir for storage of run-off water.

Purpose:

The purpose of the project was to develop a reservoir for irrigation of landscaping on both the north and south bound Cabin Creek Safety Rest Areas.

The Project:

This project was awarded August 28, 1978, to J.B. Steel, Inc., P.O. Box 4460, Medford, Oregon 97501. 80 Calendar workdays were charged against the specified 210 calendar workdays.

Physical work began September 15, 1978. The contractor and his subcontractors vigorously pursued the project to it's completion on February 27, 1979.

The work consisted of clearing and grubbing of approximately four acres of heavy brush, scrub Oak and Cottonwood trees , constructing an access road, ring dike (which formed the reservoir), chain link fence around the dike, water lines and miscellaneous drainage structures.

During construction of the dike it became apparent that we would not have enough excavation materials to complete the required elevation of the dike. Therefore, two things were done to complete the dike. We lowered the excavation limits one foot within the dike area and opened a borrow source adjacent to the dike area. Some 5,175 Cu Yds of embankment were borrowed to complete the embankment of the dike area.

Versteeg
Anderson
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MAY 0 2 1979
ROAD DESIGN SECTION
Do Not File
Return To
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Action

The plans for the project specified a cut-off ditch on centerline of the dike. The trench was detailed 2 feet wide with a depth of "H". "H" being the height of the dike. This detail proved to be impractical and in checking with the designer, his intention was one half "H" with a minimum depth of 2 feet. The dike cut-off trench was constructed in this manner.

There were no provisions specified for the protection of foreign materials entering the intake of the 8 inch irrigation supply line. Extra Work Order Number One was initiated to construct an intake system, which would filter foreign materials from entering the line. Three perforated 4 inch plastic lines, 50 feet in length, were imbedded in 1½-0 drain rock to construct the intake filter system. Also, two manholes were installed to house a shut-off valve near the reservoir and a drain valve near the pump building to facilitate draining the line in winter months to prevent freezing conditions and/or maintenance of the line.

The reservoir was completed prior to November 18, 1978. On November 18, 1978, water began entering the intake pipe and by mid December, 1978, the reservoir was completely filled. This provides 16 plus acre feet of water for irrigation.

The contractor and subcontractors pursued the work vigorously and in a very workmanlike manner, thus completing the reservoir in time to be filled for the 1979 irrigating season. This should improve the potable water quality.

A.D. Vakland
Asst. Res. Engr.

STATEMENT OF OVERRUNS AND UNDERRUNS

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 8801
Prefix No. 610-1086

ITEM	ORIGINAL AUTHORIZATION	FINAL ESTIMATE	±
Contract Amount	$180,541.30	$174,053.32	-4%
Contingencies	8,146.86	6,610.88	-19%
ANTICIPATED ITEMS	500.00	0	-100%

Temporary Erosion Control measures were not required for the project. Contract was completed in timely manner.

ENGINEERING	16,293.72	21,500.00	+32%

Engineering percentage for project was nto adequate to complete the project.

CONSTRUCTION AUTHORIZATION	205,481.88	202,164.20	-2%

ITEM NO.	ITEM	FINAL QUANTITY	±
1	Mobilization	100% L.S.	0
2	Temporary Protection and Direction of Traffic	100% L.S.	0
3	Temporary Signs	64 S.F.	-14%

Contractor supplied and complied with "UTCD" for protection of the public.

4	Flagmen	1.5 Hr.	-99%

Flagging hours estimated for the project were more than adequate. Contractor conducted activities away from traveling public, which did not warrant the use of flagmen.

5	Clearing and Grubbing	100% L.S.	0
6	General Excavation	20,911.7 C.Y.	+3%
7	Trench Excavation	928.4 C.Y.	-16%

The typical section for the depth of the cut-off trench below centerline of the "Dike Road" was changed form "H" to ½ "H" or minimum of 2 Ft. "H" being height of ring dike road.

8	Watering	0	-100%

Excavation of materials and nature of area revealed materials were at optimum or above optimum moisture content. Selection of materials and blending were used to obtain correct moisture content to obtain compaction. Aggregate materials were also of desired moisture content. Therefore, no water was required for the project.

9	Aggregate Base	870 C.Y.	-7%

Aggregate base was placed as per the typical section and length of project.

10	Concrete Weir	12 S.Y.	-7%

The weir was revised to include an additional cut-off wall and permit use of stop logs to enable us to dam the creek and divert the water to the reservoir.

11	7'-0x5'-1" Structural Pipe Arch	48 Lin. Ft.	0
12	8 Inch Irrigation Pipe	1414 Lin. Ft.	-2%
13	18 Inch Culvert Pipe	81 Lin. Ft.	-4%
14	24 Inch Culvert Pipe	81 Lin. Ft.	-4%

Contractor's equipment damaged three Lin. Ft. of pipe. 84 feet were in place. We re-shaped the slope to fit the pipe after removing the damaged end section.

15	72 Inch Culvert Pipe	66 Lin. Ft.	0
16	18 Inch Metal Flap Gate	1 Each	0
17	Concrete Inlets - Type D	1 Each	0
18	Type 2 Fence	18 Lin. Ft.	-64%

Existing R/W fence was salvaged. Contractor installed brace posts and gate as required.

19	16' Single Gate	1 Each	0

ITEM NO.	ITEM	FINAL QUANTITY	±
20	CL-6R Chain Link Fence	1490 Lin. Ft.	-3%
21	16'x72" Chain Link Single Gate	1 Each	0
22	Pedestrian Ramp	2 Each	0
23	Grouted Riprap	8.6 C.Y.	+37%

Limits of riprap were extended to ensure adequate protection of slope beneath outlet end of supply line.

24	Roadside Seeding and Mulching	3.9	0
25	Irrigation Pumping System	100% L.S.	0
26	Irrigation Pipe System	100% L.S.	0
Price Agreement No. 1	Repair Irrigation Lines	100% L.S.	0
Extra Work Order No. 1	Inlet Filter System	$5,424.88	+1.4%

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: April 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-3(115)145

Contract 8801 Work Completed February 27, 1979

Project Cabin Creek Safety Rest Area

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-4-79

J. K. Hoomer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey | Jackmond | Hopkins | Williams | Johnsen | Glenn
RECEIVED
APR 19 1979
CONSTRUCTION BRANCH
Richards | Berg | Inloes | Widmer | Gebauer | Church

Form 81-734-3122 (Rev. 7-77)

#8801 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-10-79

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(115)145

STATE [illegible]JECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80328

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to Machinery

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	3-23-79	Interstate 5	Primary 1

GENERAL LOCATION:
Cabin Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Separate potable water supply system from irrigation water supply system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPANATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 23, 1979, as requested in Mr. Keasey's letter of April 10, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $150 - Federal Funds $128.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-79	G. K. Keasey	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8801

8

FORM 61-734-3801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Cabin Creek Safety Rest Area	WEEK ENDING: January 13, 1979
		SECTION PREFIX: 610-1086
	HIGHWAY: Pacific	COUNTY: Douglas
NAME OF JOB: Cabin Creek Safety Rest Area	KIND OF WORK: Water System	
CONTRACTOR: J.B. Steel Company, Inc.	CONTRACT NUMBER: 8801	FEDERAL AID PROJECT NUMBER: I-5-3(115)145
DATE OF CONTRACT: August 28, 1978	DATE WORK STARTED: September 15, 1978	ESTIMATED COMPLETION DATE: June 1, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION:	SPECIFIED WORK DAYS: 210	WORK DAYS USED: 82
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 39
PROJECT AUTHORIZATION: $205,481.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $189,190.00	ENGINEERING AUTHORIZATION: $16,293.72	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $179,012.00	This Week: 318.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
	ENGINEERING COST TO DATE: $17,105.80	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 105 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,320 CY	940 CY			
TOTAL QUANTITIES CORRECTED TO DATE	20,600	870			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,550	870			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7		0		
MONDAY 8		0		
TUESDAY 9		0		
WEDNESDAY 10		0		
THURSDAY 11		0		
FRIDAY 12		0		
SATURDAY 13		0		

Routing

Keasey — Leonards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
JAN 15 1979
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No activity
MONDAY 8	No activity today and the rest of the week.
TUESDAY 9	
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 13	

REMARKS

SIGNED Curtis H. Duval LOCATION Roseburg

Curtis H. Duval

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9801 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 12-8-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3 (115) 145

STATE PROJECT NO.
See below

COUNTY NAME
Douglas.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80328

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-2-78	11-9-78	Interstate 5
		STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

Cabin Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Furnish and install four handicapped signs and restripe handicapped stall.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-9-78, as requested in Mr. Keasey's letter of 11-20-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $550 Federal Funds $507.

Swan 12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-78	G. K. Swanson	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8801

1-5

Salem, Oregon
September 20, 1978

Fred Eriksen
Design Engineering Supervisor

James J. Gix
Region 3 Construction Engineer

Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

Attention: Curt Duval
Resident Engineer

The depth of the cutoff trench under the Access Road and Ring Dike, on Sheet 2 of the plans, was questioned by Curt Duval. In one area, Sta. 29+50, the fill height is about 10 feet and the trench depth would be 10 feet, Curt Duval felt this much depth was probably unnecessary.

I relayed his concern to Gordon Ballard in Structural Design who was responsible for the design of the project. Gordon reviewed the soil data and dike details and determined the trench depth could be 1/2"H" (fill height) with a 2 foot minimum and 4 foot maximum, if the material was as per foundation information available.

This information was given to Duane Christensen, Jack Sullivan and Hal Versteeg. It was decided not to change the plans, which were in the hands of bidders at the time, for the following reasons:

1. The estimated cost was not very significant.

2. We were prepared for the worst condition.

3. The change could be made under construction, if the soil conditions were favorable.

Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 21 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

FE:ab
cc: Curt Duval
Fred Eriksen

8801

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1978

J. B. Steel, Inc.
190 N. Rose Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8801 for a water system in Cabin Creek Safety Rest Area in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
Enclosure

cc United Pacific Insurance Company
Portland, Tacoma and Eugene

C. T. Keasey
Walt Hart
Robert Church
Alfred Shirley
Curtis Duval
Tom Savage
Jim Kimm

8801

bbc C. T. Keasey
Walt Hart
Robert Church
Alfred Shirley
Curtis Duval
Tom Savage
SAIF
Fran

August 30, 1978

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for a water system in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County for the sum of $180,541.30 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8801.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 12, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8801

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3 (115) 145

STATE PROJECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80328

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Interstate 5	Primary 1

GENERAL LOCATION:
Cabin Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Irrigation Water Supply System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $500.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $214,168 - Federal Funds $197,505.

A signed copy of the Title Sheet is returned herewith.

Swan 8-3

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	R. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Robert A Burco
Fred B Klaboe

DIRECTOR OF [illegible]
ASSISTANT DIRECTOR FOR OPERATIONS

DISTRICT ENGINEER

8801

1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/31/78
Donald L Rost

8-24-78 Bid Letting _____ All Clear Deadline

SECTION CABIN CREEK SAFETY REST AREA
Highway Pacific
County Douglas Region 3
Type of Work Water System Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	OK -
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					Less than 50 Cu. Yds.
D.O.G.M.I.	X					On-site Construction
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
Fish + Wildlife		X			X	
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8801

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1978

Glenn L. Green
Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

RE: Project Assessment
Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

Dear Mr. Green:

The subject assessment has been reviewed for the conflicting statements addressed in your July 13, 1978 memo. Upon review we are unable to find conflicting statements regarding wetlands, as specific and consistent mention of wetlands and impacts are made on pages 3, 4 and 5. However, appended is an evaluation of potential wetlands impacts, including mitigation and the finding that there are no prudent and feasible alternatives to the use of wetlands.

In response to your request for better mapping covering the project area, a detail map has been appended to the assessment.

Your concurrence is requested.

Sincerely,

Campbell M. Gilmore
for/

Gary A. Potter
Manager
Environmental Section

GAP:CG:ss

Attachments

RECEIVED
TECHNICAL SERVICES
JUL 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev. 7-77)

8801

BU 7-20-78

July 5, 1978

Department of Fish and Wildlife
506 S. W. Mill Street
Portland, Oregon 97201

Attention: Jim Lauman

Dear Jim:

Re: Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

On August 24, 1978, we plan to take bids on the above project. Since there is less than 50 cubic yards of work on the banks or bed of the stream we did not send this to the Division of State Lands. We would be pleased, however, if you would review this and send us your comments or recommendations relating to our proposed activity in the stream. The stream involved is an unnamed tributary of Cabin Creek. To meet our schedule it would be appreciated if we could have your comments in two weeks.

The purpose of the project is to construct a reservoir for the storage of surface runoff (16-17 acre feet of storage). This water would be used for irrigation of landscaping on both the north and south-bound Cabin Creek Safety Rest Areas. This project is our proposed solution to a water quality and quantity problem we have had since 1970.

If you have any questions, please call.

Very truly yours,

J. H. Versteeg
Engineering
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Office Engineer

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 06 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

DLT:jh

8802 12th St. & Hall Ave. 1978
(Prairie City) Sec.
(Grading & paving)

C&A 6242 10-5-77
C&A 9545 1-16-78

	AO	383	
PE	CC	1828	# 2240

8802

OREGON STATE HIGHWAY DIVISION

FORM 61-734-1150

HIGHWAY DIVISION INVOICE

NO. 129685

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-12-80	CC 2052		312-1054-295

NEW: PRAIRIE

- City of Prairie City
- City Hall
- Prairie City, OR 97869
- Attn: Honorable Paul Woodworth, Mayor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 12th, Hall, 6th, Williams and 3rd Streets in the City of Prairie City. This is an OFF SYSTEM Project No. SOS-1202(1)			
Project Cost			$77,047.41
Less Federal Funds			64,500.00
Less Advance Deposit			12,140.00
Final Billing TOTAL			$ 407.41

.8802

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)	
DATE: 7-23-80	BILLING REQ. NO.: CC 2052	YOUR ORDER NO.:

CREDIT DISTRIBUTION
312-1910-295
312-1054-295

BILL TO: Code:

City of Prairie City
City Hall
Prairie City, Oregon 97869
Attn: Honorable Paul Woodworth, Mayor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 12th, Hall, 6th, Williams and 3rd Streets in the City of Prairie City. This is an OFF SYSTEM Project No. SOS-1202(1)			
Project Cost			$77,047.41
Less Federal Funds			64,500.00
Less Advance Deposit			12,140.00
(Please attach itemized statement with billing)			

Advance Deposit Amount	$ 2,240.00 $ 9,900.00
Advance Deposit Previously Transferred to Highway Fund	$ 9,640.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 2,500.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1828 and 1997

Amount Due . . . . . $ 407.41

Submitted by:
Harold Reybolson

Approved:
D. E. Swan

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-23-80

CITY Prairie City Contract No. 8802 Date Completed October 24, 1978

PROJECT # SOS-1202(1) Section 12th and Hall Avenue

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PE	Consultant	$ 6,992.00
	State	4,310.86
		$11,302.86
Payment to Contractor		$59,215.08
Construction Engineering	Consultant	6,437.30
	State	92.17
		$65,744.55
Total Cost of Project		$77,047.41
Federal Funds Collected		$64,500.00
City's Share of project Costs		$77,047.41
Less Federal Funds		-64,500.00
Less City Advance Deposit		-12,140.00
AMOUNT DUE STATE		$ 407.41

Reference: Billing Form CC 2052

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. Project I-205-1(62)(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-6-78 To: 12-4-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$77,000.47	$76,201.12	85.77%	$64,000.00	$64,000.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4-24-80

V.E. Illsley, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	12th St. and Hall Ave. (Prairie City) Section Grant County					
	Preliminary Engineering					
	Type Code P.E.					
	Hallulis & Associates	Lump Sum			$6,992.00	
	State	All Required			2,614.06	
	Total P.E.				$9,606.06	
	Construction					
	Type Code 6201 - Contract 8902					
	Roadway (12th St. Sta. 5+00-12+84+Hall Ave. Sta. 0+18-9-54)					
	Final Contract Payment Summary	Lump Sum			$69,157.76	
	Construction Engineering					
	Hallulis & Associates	Lump Sum			6,437.20	
	Total Participating Cost				$75,201.12	
	Nonparticipating Items					
	Interest on Final Payments	All Required			$7.32	
	Construction Engineering State	All Required			1,053.28	
	Preliminary Engineering	All Required			696.75	
	Total Nonparticipating				$1,757.35	
	TOTAL PROJECT COST				$77,008.47	

Prepared based on participating cost as shown on Federal Billing as of 4/24/89.

AMOUNT CARRIED FORWARD

TOTAL TO DATE JOB COST SUMMARY — MAY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE
	312	1048	915	00	P 1		27
	312	1048	915	00	N 1		.27CR
			TOT	P1			.27
			TOT	N1			.27CR
			** JOB TOTALS **			**	**
CANYON CK BR/NB 3RD. J DAY	CONT NO 8687		FA PROJ NOS OS			201001 100	
	312	1050	201	00	P 1		93,476.65CR
	312	1050	201	00	N 1		93,476.65
	312	1050	206	00	N 1		
	312	1050	270	02	P 1		
	312	1050	295	00	N 9		21,200.68
	312	1050	296	00	N 9		21,719.07CR
	312	1050	298	00	N 9		18.39
	312	1050	900	00	P 1		6,156.97CR
	312	1050	900	00	N 1		5,651.96
	312	1050	915	00	P 1		
			TOT	P1			49,633.62CR
			TOT	N1			49,128.61
			** JOB TOTALS **			**	505.01CR**
12TH ST-HALL AVE PROB CTY	CONT NO 8802		FA PROJ NOS OS			202001 100	
	312	1054	201	00	P 1	Payment to Contractor	
	312	1054	206	00	N 1	Int. to contractor	
	312	1054	295	00	N 9		7,900.00
	312	1054	296	00	N 9	4,210.14CR	17,219.48CR
	312	1054	298	00	N 9	4,210.14	9,319.48
	312	1054	900	00	P 1		958.52CR
	312	1054	900	00	N 1	16.88	43.13
	312	1054	904	00	P 1	Consultant	6,437.30
	312	1054	920	00	P 1	Prop. Mgmt	32.13CR
			TOT	P1			5,446.57
			TOT	N1		16.88	43.13
			** JOB TOTALS **			16.88 **	5,489.70 **
HOOD RV CNTY PV MARK	CONT NO		8 FA PROJ NOS PTS			00S0N3 100	
	314	1090	296	00	N 9		469.22CR
	314	1090	298	00	N 9		469.22
	314	1090	900	00	N 1		10.50
	314	1090	915	00	P 1		469.22
	314	1090	915	00	N 1		3.43
			TOT	P1			469.22
			TOT	N1			13.93
			** JOB TOTALS **			**	483.15 **

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
312	1048	915	00	P	1		27	75.43	78	80
312	1048	915	00	N	1		.27CR	.27CR	79	80
		TOT	P1				.27	230.22		
		TOT	N1				.27CR	5.82		
		** JOB TOTALS **				**	**	236.04 **		

IT NO 8687		FA PROJ NOS OS	201001 100						STATE	
312	1050	201	00	P	1		43,476.65CR	78,686.22	78	79
312	1050	201	00	N	1		43,476.65	44,251.65	79	79
312	1050	206	00	N	1			284.18	79	79
312	1050	270	02	P	1			205.76	79	79
312	1050	296	00	N	9		21,700.68	69,700.68	78	80
312	1050	296	00	N	9		21,719.07CR	139,326.07CR	78	80
312	1050	298	00	N	9		18.39	69,625.39	78	80
312	1050	900	00	P	1		6,156.97CR	9,280.55	78	80
312	1050	900	00	N	1		5,651.96	5,731.12	79	79
312	1050	915	00	P	1			337.35	79	79
312	1050	950	00	P	1			576.53	78	79
		TOT	P1				49,633.62CR	89,046.41		
		TOT	N1				49,128.61	50,265.95		
		** JOB TOTALS **				**	505.01CR**	139,312.36 **		

IT NO 8802		FA PROJ NOS OS	202001 100						STATE	
312	1054	201	00	P	1	Payment to Contractor		59,157.76	78	79
312	1054	206	00	N	1	Int. to Contractor		57.32	79	79
312	1054	296	00	N	9		7,900.00	7,900.00	79	80
312	1054	296	00	N	9	4,210.14CR	17,219.48CR	64,160.88CR	78	80
312	1054	298	00	N	9	4,210.14	9,319.48	56,260.88	78	80
312	1054	900	00	P	1		958.59CR		78	80
312	1054	900	00	N	1	16.88	43.13	92.17	78	80
312	1054	904	00	P	1	Commitment	6,437.30	6,437.30	80	80
312	1054	920	00	P	1	Plan Wipe	32.14CR		78	80
		TOT	P1				5,446.57	65,595.06		
		TOT	N1			16.88	43.13	149.49		
		** JOB TOTALS **				16.88 **	5,489.70 **	65,744.55 **		

IT NO		FA PROJ NOS PTS	005043 100						STATE	
314	1090	296	00	N	9		469.22CR	469.22CR	79	80
314	1090	298	00	N	9		469.22	469.22	79	80
314	1090	900	00	N	1		10.50	10.50	80	80
314	1090	915	00	P	1		469.22	469.22	79	80
314	1090	915	00	N	1		3.43	3.43	80	80
		TOT	P1				469.22	469.22		
		TOT	N1				13.93	13.93		
		** JOB TOTALS **				**	483.15 **	483.15 **		

TOTAL TO DATE JOB COST SUMMARY — MAY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE
	312	1910	296	00	N 9	600.74	638.12
	312	1910	298	00	N 9	600.74CR	638.12CR
	312	1910	900	00	N 1		967.91
	312	1910	901	00	P 1		740.37CR
	312	1910	901	00	N 1		696.75
	312	1910	904	00	P 1		
	312	1910	905	00	P 1		
	312	1910	914	00	P 1		
	312	1910	920	00	N 1		32.14
	312	1910	921	00	P 1		
	312	1910	922	00	P 1		
			TOT	P1			740.37CR
			TOT	N1			1,696.80
			** JOB TOTALS **			**	956.43 **
AIRPORT RD-JOHN DAY	CONT NO		& FA PROJ NOS SRS 005078 100				
	312	1999	295	00	N 9		42.49
	312	1999	296	00	N 9		42.49CR
	312	1999	298	00	N 9		
	312	1999	905	00	P 1		
	312	1999	915	00	P 1		
	312	1999	923	00	P 1		
			TOT	P1			
			** JOB TOTALS **			**	**
SHERMAN AV-HWY ST, HD R I V	CONT NO		FA PROJ NOS SOS 401001 100				
	314	1991	295	00	N 9		
	314	1991	296	00	N 9		4,423.28CR
	314	1991	298	00	N 9		4,423.28
	314	1991	901	00	P 1		
	314	1991	904	00	P 1		
	314	1991	910	00	P 1		
	314	1991	911	00	P 1		
	314	1991	922	00	P 1		
	314	1991	923	00	P 1		
			TOT	P1			
			** JOB TOTALS **			**	**
MCANDREWS RD(MEDFORD)TITLE203 CONT NO			& FA PROJ NOS RRP 519008 100				
	315	1914	296	00	N 9		939.96CR
	315	1914	298	00	N 9		939.96
	315	1914	901	00	P 1		
	315	1914	901	00	N 1		
	315	1914	905	00	P 1		
	315	1914	906	00	P 1		
	315	1914	907	00	P 1		2,416.66

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
312	1910	296 00	N 9	600.74	638.12	9,979.02CR	
312	1910	298 00	N 9	600.74CR	638.17CR	8,239.07	
312	1910	900 00	N 1		967.91	967.91	
312	1910	901 00	P 1		740.37CR	929.54	
312	1910	901 00	N 1		696.75	696.75	
312	1910	904 00	P 1			6,992.00	
312	1910	905 00	P 1			656.88	
312	1910	910 00	P 1			2.00	
312	1910	920 00	N 1		32.14	32.14	
312	1910	921 00	P 1			705.41	
312	1910	922 00	P 1			20.73	
		TOT P1			740.37CR	9,606.06	
		TOT N1			1,696.80	1,696.80	
		** JOB TOTALS **		**	956.43 **	11,302.86 **	

CONT NO		# FA PROJ NOS SRS 005078 100					STATE
312	1999	295 00	N 9		42.49	42.49	
312	1999	296 00	N 9		42.49CR	424.93CR	
312	1999	298 00	N 9			382.44	
312	1999	905 00	P 1			120.17	
312	1999	915 00	P 1			138.68	
312	1999	923 00	P 1			166.08	
		TOT P1				424.93	
		** JOB TOTALS **		**	**	424.93 **	

CONT NO		# FA PROJ NOS SOS 401001 100					STATE
314	1991	295 00	N 9			730.00	
314	1991	296 00	N 9		4,423.28CR	5,153.28CR	
314	1991	298 00	N 9		4,423.28	4,423.28	
314	1991	901 00	P 1			611.33	
314	1991	904 00	P 1			4,000.00	
314	1991	910 00	P 1			31.24	
314	1991	911 00	P 1			82.83	
314	1991	922 00	P 1			9.06	
314	1991	923 00	P 1			416.88	
		101 P1				5,155.34	
		** JOB TOTALS **		**	**	5,155.34 **	

03 CONT NO		# FA PROJ NOS RRP 519008 100					STATE
315	1914	295 00	N 9		939.96CR	1,800.00CR	
315	1914	296 00	N 9		939.96	1,800.00	
315	1914	901 00	P 1			372.54	
315	1914	901 00	N 1			25.06	
315	1914	905 00	P 1			74.65	
315	1914	906 00	P 1			3.03	
315	1914	907 00	P 1		2,416.65	2,416.65	

STATE COPY

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) For "Off-System" Project

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.* 10-4-79

1. PROJECT NO.	2. COUNTY	3. STATE
OS-1202(1)	Grant	Oregon 8802

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved construction of roadbed, grading, aggregate subbase, base, and asphalt concrete pavement. The work was performed on the "12th St. and Hall Ave. (Prairie City)" section.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Baker Redi-Mix, Inc.	$ 56,204.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* G. T. Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

10-16 dlf
RECEIVED STATE HWY ENGR
OCT 15'79
REFER TO
FOR Keasey
File
Act
Sign
D/R
R/D
Invest
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40.7 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.325	32.0		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	10-25-78

12. IN COMPANY WITH
R. Hector, Region 5 Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter, David B. Carter		16. SIGNATURE G. K. Hossner	
14. TITLE Area Engineer	15. DATE 10-4-79	17. TITLE Field Operations Engineer	18. DATE 10-4-79

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

8802

February 15, 1979

Seaboard Surety Company
Seattle-First National Bank Building
1001 4th Avenue
Seattle, Washington 98154

Gentlemen:

Contract No. 8802 awarded to Baker Redi-Mix, Inc., for work on 12th Street and Hall Avenue in Prairie City, Grant County, was completed on October 24, 1978, and accepted by the State Highway Engineer on February 14, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 21, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

Prairie City

12 St. & Hall Ave. (Prairie City)
Grant County
Contract No. 8802
Prefix No. 312-1054-900

TO: W.E. Schwartz
Regional Engineer

NARRATIVE REPORT

The Contract was let and the calendar work days started on September 16, 1978. On September 18, 1978 a preconstruction conference was held. The Contractor moved onto the project and began work on September 26, 1978. The project was completed on October 24, 1978, six days before the Contract deadline of October 30, 1978.

A staking error on 12th Street resulted in the 4"-0 subbase being partially constructed above design grade. The 4"-0 subbase being pay item No. 7, was rewritten in a price agreement to pay for 3/4" - 0 Aggregate material on a lump-sum basis. The price agreement amount negotiated by H.N. Van Cleave was equal to the original item No. 7 dollar amount, resulting in no effect on the project. The grade was then restaked and the Contractor used the excess material on 12th Street as part of the subbase on Hall Ave.

The project continued without incident, after the subbase negotiations to completion. The project limits on 12th Street are Station 5+00 to Station 12+84. The A.C. pavement was designed to begin at Station 6+00 with a 100 foot gravel taper section to the old gravel road back of Station 5+00.

The City of Prairie City decided to construct the remainder of 12th Street from Station 0+00 to Station 5+00 on a separate City project, to coincide with the State project. The paving limits on the State project were then moved back to the beginning of the project (Station 5+00), since a gravel taper section was no longer required. The A.C. pavement from Station 5+00 to Station 6+00 explains the 12.5 percent overrun on the A.C. pavement, Item 9.

The completed project is well built and the cleanup is very good. The City of Prairie City officials and local people are pleased with the project and there are no complaints.

Verstaag
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Daniel L. Kaufman

REFERRED TO
DANIEL L. KAUFMAN, P.E.
Wallulis & Associates, Inc.

Stoudenmeyer
Board
Sample
Erikson
Watson
Hager
Dorn
Lew
Return Dispose Do File Copy Due
BY FINAL DESIGN ENGINEER

DLK:rej
11/30/78

12th St. & Hall Ave. (Prairie City)
City Streets
Grant County
Contract 8802

Statement of Overruns and Underruns

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Mobilization	Lump Sum	100%	100%	0.0
2	Temp. Protect and Direct. of Traffic	Lump Sum	100%	100%	0.0
3	Clearing and Grubbing	Lump Sum	100%	100%	0.0
4	Removal of Structures and obstruction	Lump Sum	100%	100%	0.0
5	General Excavation	Lump Sum	100%	100%	0.0
6	Grid Roller w/Tractor	Hour	16	16	0.0
7	Grid Rolled Aggregate Subbase (See PA#1)	Cu. Yd.	2450	0	-100%
8	3/4"-0 Aggregate Base	Cu. Yd.	900	967	+7.4%
9	Class B or Class C Asphalt Concrete Paved Sta. 5-6 on 12th St. within Project limits (See Narrative Report)	Ton	550	618.605	+12.5%
10	12 inch culvert pipe	Lin. Ft.	96	96	0.0
11	15 inch culvert pipe	Lin. Ft.	27	27	0.0
P.A. #1	Grid Rolled Aggregate Subbase 2450 Cu. Yds. - Payment method for Item #7 Revised Plan quantities were placed.	Lump Sum	0	100%	+100%

8802

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 12TH ST; Hall Ave PRAIRIE CITY		WEEK ENDING: 10-28-78
		SECTION PREFIX: CONT. 8802
HIGHWAY: CITY STREETS		COUNTY: GRANT
NAME OF JOB: 12TH ST; Hall Ave	KIND OF WORK: GRADING & PAVING	
CONTRACTOR: BAKER Rock Mix	CONTRACT NUMBER: 8802	FEDERAL AID PROJECT NUMBER: 05-1202(1)
DATE OF CONTRACT: 9-5-78	DATE WORK STARTED: 9-26-78	ESTIMATED COMPLETION DATE: 10-24-78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 39
	SPECIFIED COMPLETION DATE: 10-30-78	PERCENT OF TIME ELAPSED: 86.6
PROJECT AUTHORIZATION: $65155.08	ENGINEERING AUTHORIZATION $5630.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $59464.68	ENGINEERING COST TO DATE $N/A	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $59464.68		DATE PROJECT WAS COMPLETED: 10-24-78
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	A.C. PAVING
MILES IN PROJECT	0.33	0.33			0.33
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.33	0.33			0.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2.5	3350			550
TOTAL QUANTITIES CORRECTED TO DATE	2.5	3417			610
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	All	All			All
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
CASE 580 LOADER, 1 TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	OVERCAST 65	1		
MONDAY 23	OVERCAST 65	1		
TUESDAY 24	Clear 65	1		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Eburn

RECEIVED
NOV 6 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO WORK
MONDAY	N. VANCleave & R. Hector on the project. Cleanup on slopes and Quarry not adequate. Contractor crew on the project on cleanup all day.
TUESDAY	Crew worked on cleanup all day. Hauled 1 load 3/4-0. Project complete today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED D. Kaufman LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8802

PROJECT MANAGEMENT OFFICE MEMO

Date 9-26-78

Subject Prairie City Off-system File No.

Received (call) (~~visit~~) from Bryant Jackmond

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Consultant wants to extend 150' for 3,000. Told him I saw no problem in the total dollars as whatever is not matched by Feds is picked up 100 per cent by locals as long as they agree. Contract overruns is up to him. We need to determine if program limits cover new length.

Talks Grange & Jackmond & has to put in limits & FHWA funds to PE. Would like comm approval (3) # of this

Let letter from City

Signature A Nemir

(A) Grange — Follow up to see if Program limits cover new length.

File ( ) ( ) (X) ( ) (O) ( ) ( ) ( ) Other

Circulate: PME LGE OPE FAE CCE OM

~~Portion with respect to stating 50%~~ funds for Prairie City & have been

8802

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-219	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-22-78	Oregon County Grant Project No. OS-1202(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets in Prairie City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-6-78	0.325
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	0.325
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,580.00	$ 64,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, September 18, 1978

Federal Aid Project
No. OS-1201 (1)

12th St. and Hall Ave. (Prairie City) Section
City Streets in Grant County

Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$16,000.00

Type Code 6201
Roadway (12th St. Sta. 5+00-12+84 & Hall Ave. Sta. 0+18-9+54)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstruction	All Required		500.00
General Excavation	All Required		500.00
Grid-Roller with Tractor	16 Hour	40.00	640.00
Grid-Rolled Aggregate Subbase	2,450 Cu.Yd.	7.00	17,150.00
3/4"-0 Aggregate Base	900 Cu.Yd.	12.00	10,800.00
Class "B" or Class "C" Asphalt Concrete	550 Ton	32.00	17,600.00
12 Inch Culvert Pipe	96 Lin.Ft.	20.00	1,920.00
15 Inch Culvert Pipe	27 Lin.Ft.	22.00	594.00
			$56,204.00

Additional Items

Temporary Erosion Control	All Required		$ 200.00
	Subtotal		$56,404.00
	Engineering		8,176.00
		Total	$64,580.00

Length of Project 12th Street - - - - - 0.148 mi.
Hall Ave. - - - - - - 0.177 mi.
Total 0.325 mi.

Cost of Roadway per mile - - - - - - - - $198,707.69

Retain in Program Status
(not included in totals below)

Seeding and Mulching	All Required	$ 500.00

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$16,000	$10,320	$ 5,680
Roadway	64,580	54,180	10,400
Total	$80,580	$64,500*	$16,080

Group 1, 100%

* City funds are to cover all over this amount.

Prefix 312-1910

Prefix 312-1054

Contract No. 8802

8802

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 19, 1978

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8802 for work on 12th Street and Hall Avenue in Prairie City, Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr
Enclosure

cc: Seaboard Surety Co.
Seattle - First National Bank Bldg.
1001 - 4th Ave.
Seattle, WA 98154

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz

Wallulis & Associates, Inc.
213 S.W. Emigrant Ave.
Pendleton, OR 97801

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

September 12, 1978

C. W. Head
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8802
Grading & Paving on 12th St. & Hall Ave, Grant County

Dear Sir:

Enclosed are two copies of the above captioned contracts including performance bonds in the amount of $56,204 which have been signed by Baker Redi-Mix, Inc., as principal and executed by surety.

Very truly yours,

Gail Custer

Gail Custer

/gc

Encl.

cc: Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

NOTED
C. W. HEAD

RECEIVED
SEP 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8802

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
SAIF
Fran

Wallulis & Assoc., Inc.
213 S.W. Emigrant Ave.
Pendleton, OR 97801

September 5, 1978

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on 12th Street and Hall Avenue in Prairie City, Grant County, for the sum of $56,204 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Prairie City and when the sum of $14,415 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8802.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 16, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

August 29, 1978

Prairie City
City Council
City Hall
Prairie City, OR 97829

Attn: Hon. Paul Woodworth, Manager

This letter is to cover and document the change in the advance deposit for the construction project on the 12th, Hall, 6th, Williams, and 3rd Streets Section.

The amount of the revised advance deposit is as follows:

Bid Items	$56,204.00
Temp. Erosion Control	200.00
Seeding and Mulching	500.00
4½% Contingencies	2,560.68
Engineering	7,600.00
EST. TOTAL COST OF CONSTRUCTION	$67,064.68
Estimated PE Costs	9,592.00
Estimated Total Cost of Project	$76,656.68
Less $75,000	75,000.00
Less Advance Deposit for PE	2,240.00
Plus 14% of $75,000	10,500.00
City's estimated share is then	$ 9,916.68
By rounding the City's advance deposit will be	$ 9,900.00

9/5/78 # 9,900.00 Rec'd Virgil Boyd Told + Roger Lang Awarded 9-5-78

We understand that by discussions with Roger Lang you have been informed of this change. Please submit the $9,900.00 as indicated in our Aug. 25, 1978 letter.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HR:dmc
bc: Vern Skoog
Roger Lang
HO 493

Programmed FHWA - $64,500 (Full Amt.) 150' for $3000 - City must pay 100% Consultant should get PA with contractor in case project underruns. Re

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

Prairie City
City Council
City Hall
Prairie City, Oregon 97869

Attention: Honorable Paul Woodworth
Mayor

Gentlemen:

On August 24, 1978 a satisfactory bid was received from Baker Ready Mix, P.O. Box 825, Baker, Oregon 97814 for the 12th, Hall, 6th, Williams and 3rd Streets Section, this is an Off Systems Project.

The City's advance deposit based upon the contractor's bid is as follows:

Bid Items	$56,204.00
Temp. Erosion Control	200.00
Seeding and Mulching	500.00
4 1/2% Contingencies	2,560.68
~~(10%)~~ Engineering	~~5,690.40~~ 6497.00 7600.00
ESTIMATED TOTAL COST OF CONSTRUCTION	$65,155.08 67,064.68
Estimated PE Costs	~~16,000.00~~ ~~9592~~ 9,592.00
Estimated Total Cost of Project	~~$81,155.08~~ 76,656.68
Less $75,000	75,000.00
Less Advance Deposit for PE	2,240.00
Plus 14% of $75,000	10,500.00
City's estimated share is then	~~$14,415.08~~ ~~6,753.68~~ 9,916.68
By rounding the City's advance deposit will be	~~$14,415.00~~ ~~6800.00~~ 9900.00

Please make your check in the amount of ~~$14,415.00~~, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 15, 1978.

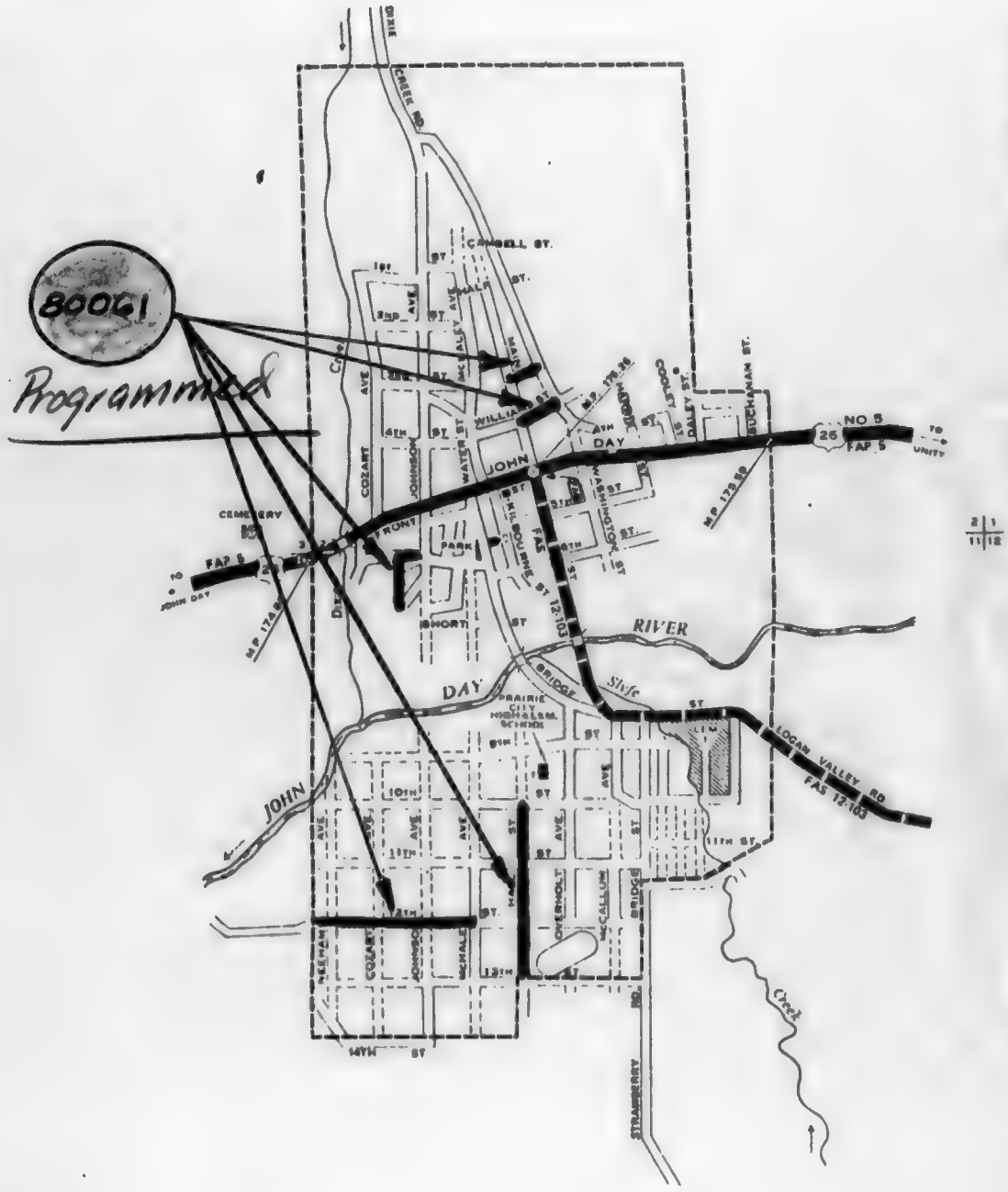
Very truly yours,

/s/ R R Prange

G. W. Wimer
Local Government Manager

HR:pf

bcc w/AD# ___: Vern Skoog - Please return completed AD # 493 when check is received.
Region 5 Federal Aid Engineer Roger Lang



T13S R33E W.M.

PRAIRIE CITY

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 980

Scale in feet

Revised September 1975

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8812

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-1202(1)

STATE PROJECT NO.: See below

COUNTY NAME: Grant

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80061

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-2-78	non Federal-aid	City Street

GENERAL LOCATION:

12th St. & Hall Ave. (Prairie City)

GENERAL DESCRIPTION OF WORK:

Advertise for bids.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated July 26, 1978, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE
8-2-78

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Prairie City

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Donald L Rout

8-24-78 Bid Letting _____ All Clear Deadline

SECTION 12th, HALL, 6TH, WILLIAMS & 3rd (PRAIRIE CITY)
Highway City Streets
County Grant Region 5
Type of Work G-P-Sign Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	All Clear
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

- 8802

WALLULIS & ASSOCIATES, INC.
Engineering — Planning — Surveying
5 S.E. NYE (BOX 398) PENDLETON, OR 97801 — (503) 276-1598
108 E. MAIN STREET, HERMISTON, OR 97838 — (503) 567-3331
(*) Address replies to this office

July 25, 1978

City of Prairie City
Re: 12th St. & Hall Ave. Sec.

H. N. VanCleave
Oregon State Highway Div.
1216 S.E. Byers
Pendleton, Oregon, 97801

Dear Mr. VanCleave,

As per your conversation with our Engineer, Dan Kaufman, this is to document that we are informed and understand the estimate you have presented. The total project, including Engineering and Contingencies, is estimated at $81,890.00. This exceeds the $75,000.00 grant by an estimated $6,890.00, with the City share of (14%) $10,500.00. The total City share is now estimated at $17,390.00, which the City is prepared to pay.

Sincerely,

Zelma Woods

Zelma Woods
City Recorder
For Paul D. Woodworth
Mayor.

PROJECT MANAGEMENT
CCE
FAE
JUL 2 1978
File:

Section 8802 Programming Estimate $ _____

Highway City Streets 7-14-78 Project Length .32 mile

County Grant Completion Time 45 Calendar Work

Kind of Work Grading & Paving

Prefix 312-1910 FA Project No, SOS-1202(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 63,772.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200.00	
State Furnished _____		
Install Water Meter		$ 700.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
Seeding & Mulching	500.00	
_____		
_____		
Misc. Permit Fees _____		
_____		$ 62,665.50
		$ 64,172.50
Contingencies (4-1/2%)		2,887.76
Engineering (10 %)		6,447.25
	SUBTOTAL	$ 73,507.51
Credit for _____		
Estimated Net Authorization, Construction		$ 71,752.00

APPROVED

_____
Road Design Engineer

7/14/78
mcb

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date July 13, 78

Section 12th st. and Hall Ave (Prairie City) Sec
County Grant

Kind Of Work Grading and Paving Length .32 mi. Name Wm Bayles

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	—	4600
2	Temporary Protection and Direction of Traffic		Lump Sum	All	—	1000 or
	Roadwork					
3	Clearing and Grubbing		Lump Sum	All	—	1500 e
4	Removal of Structures and Obstructions		Lump Sum	All	—	500 e
5	General Excavation		Lump Sum	All	—	5356
6	Grd-Roller with Tractor		Hour	16	75 00	1,200 or
7	Grd-Rolled Aggregate Subbase		Cu. yd.	2450	4 25	10,412 5
8	3/4"-0 Aggregate Base		Cu. yd	900	11 25	10,125
9	Class "B" or Class "C" Asphalt Concrete		Ton	550	40 50	22,275
10	12 inch Culvert Pipe		Lin. Ft	96	20 00	1,920 0
11	15 inch Culvert Pipe		Lin. Ft	27	25 00	675 0
12	Extra for Asphalt Approaches		Each	12	200 00	2400 0
						61,965 5

Mob 57,365.50 x .08 = 4589.24
Pave 4650.00

Section 12th St. and Hall Ave (Prairie City) Programming Estimate $ _____

Highway 8802 City Streets Project Length .32 Mile

County Grant Completion Time 45 Calendar Work

Kind of Work Grading & Paving _____

Prefix 312-1910 FA Project No. SOS-1202(1)

ROUTING SLIP Date: 7/7/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 5
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Roger Long

FROM: Local Programs

COMMENTS: Would you please forward to city for their comments and review.

Form 731-0022 (1/76) SP*70804-734

CONSTRUCTION AUTHORIZATION

Contract Amount $ 63,772.5

	200.00
	500.00
	$ 700.00

Misc. Permit Fees _____

	$ 64,472.50
Contingencies (4-1/2%)	2901.26
Engineering (10 %)	6447.25
SUBTOTAL	$
Credit for _____	
Estimated Net Authorization, Construction	$ 73,821.01
+ PE	16,029.00
	89,850.01
Less	75,000
100% City Costs	14,850.00
14% of 75,000	10,500
City Ad. Deposit	25,350.00

APPROVED

_____

Road Design Engineer

12th St and Hall Avenue (Chairle City)

Section _____ Programming Estimate $_____

Highway City Streets Project Length .32 mile

County Grant Completion Time 45 Calendar Work

Kind of Work Grading & Paving _____

Prefix 312-1910 FA Project No. SOS-1202(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 63,772.50

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	200.00
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
Seeding & Mulching	500.00
_____	
_____	
Misc. Permit Fees _____	
_____	

$ 700.00

$ 64,472.50

Contingencies (4-1/2%) 2901.26

Engineering (10 %) 6447.25

SUBTOTAL $

Credit for _____

Estimated Net Authorization, Construction $ 73,821.01

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date July 3, 1978

Section 12th St and Hall Ave (Prairie City) Sec County Grant

Kind Of Work Grading and Paving Length .32 mile Name Wm Bergsted

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All		5300 00
2	Temporary Protection and Direction of Traffic		Lump Sum	All		585 00
3	Temporary Signs		Sq. Ft	61	6 00	366 00
4	Temporary Barricades		Each	4	125 00	500 00
5	Flagmen		Hour	32	20 50	656 00
6	Clearing and Grubbing		LumpSum	All		1500 00
7	Removal of Structures and Obstructions		LumpSum	All		500 00
8	General Excavation		LumpSum	All		5,358 00
9	Grid - Roller with Tractor		Hour	16	75 00	1,200 00
10	Aggregate subbase		Cu. Yd.	2450	4 25	10,412 50
11	¾"-0 Aggregate Base		Cu. Yd	900	11 25	10,125 00
12	Class "B" or Class "C" Asphalt Concrete		Ton	550	40 50	22,275 00
13	12 inch Culvert Pipe		Lin. Ft.	96 -	20 00	1,920 00
14	15 inch Culvert Pipe		Lin. Ft.	27	25 00	675 00
15	Extra for Asphalt Approaches		Each	12	200 00	2,400 00
						63,772 50

Jerry

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

7-5-78
~~June 28, 1978~~

PROJECT MANAGEMENT
CCE ☐
FAE ☐
JUL 6 1978
TAA
File:
PM
LG
FA
OP

Hon. Paul D. Woodworth
Mayor
Prairie City, Oregon 97869

Dear Mayor Woodworth:

Enclosed are two copies of Preliminary Plans for the proposed 12th St. & Hall Avenue (Prairie City) project.

Please review the plans carefully and if found to be acceptable, they should be signed by you and the City Recorder. After signing, please return one copy to me.

The project is currently scheduled for letting on August 24, 1978 so your early attention to this will help us in our efforts to meet this target date.

Sincerely,

Bob Aldrich
Region 5 Office Engineer

Enclosure

cc G. Wimer
D. O. Christensen
H. N. Van Cleave

7-5-78

Note - No changes made on plans that were recieved from Consultant except to show Material ~~source~~ source — No approval Required from city,

Roger

Form 61-734 3123

8802

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 6-28-78 2012

Subject: Federal Aid Project No. SOS-1202(1)
Project Name 12th, Hall, 6th, Williams, and 3rd STREETS

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prairie City, Oregon, this 28th day of June, 1978

City of PRAIRIE City

Certified by:

Regional Right-of-Way Supervisor
Date July 5, 1978

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8802

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

June 26, 1978

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO FILES

SUBJECT: 12th, Hall, 6th, Williams and 3rd (Prairie City) City Streets
Grant County

Region V has been requested by the county to advance the subject project to the August 24, 1978 letting. The project is presently being carried on the September 21, 1978 letting schedule.

The consultants plans have been received and reviewed and in a discussion with Jack Sullivan, Specifications Engineer, it is feasible to advance the project to the August letting.

Please take necessary action to make this revision.

DOC:ck
cc: D. H. Moehring
W. E. Schwartz
G. Potter
W.E. Cole
W. H. Sample
J. Sullivan
W. G. Beard

Buzz Lucas - Please advance
A Kunzi

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 26 1978
File: PM FA LG OP
TAA George
Recommendation

Recommend Aug. 24 bid letting. City has no extra money. Recommend we keep project at $55,000 level.
6/29/78 A H George

cc D. Christensen
6/30 AHG

8802

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Prairie City
City Hall
Prairie City, OR 97869
Attention of Hon. Paul Woodworth
Mayor

Request No. (assigned by staff engineer or head of section) CC1828

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $2,240.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$500.00	
		To be transferred to State Hwy. funds for the 12th, Hall, 6th, Williams, and 3rd Streets. Off System Project SOS-1202(1)		$1,740.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,240.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 312-1910

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8802

WALLULIS & ASSOCIATES, INC.

ENGINEERING & PLANNING

PRES: STANLEY G. WALLULIS, P.E.

- Water & Sewage Treatment, Transmission & Distribution
- Streets & Storm Drainage
- Municipal Planning
- Rate Studies & Financing
- Subdivisions
- Surveying
- Solid Waste

* 213 S. W. Emigrant Ave.
Pendleton, Oregon 97801
(503) 276-1698

108 East Main Street
Hermiston, Oregon 97838
(503) 567-3321

* Address replies to this office.

April 25, 1978 75-120

12th Street and Hall ~~Street~~ AVE.
(Prairie City Sec.)
City Streets
Grant County

NARRATIVE REPORT

The purpose of this survey was to establish the necessary control and design information to construct two City streets. The subject streets are 12th Street from the West City limits to McHaley Avenue and Hall ~~Street~~ AVE from 10th Street to 12th Street.

An evaluation of the funds available and the construction requirements determined that the West 600 feet of 12th Street could not be constructed and this section was removed from the project scope, except for a 100 foot taper section to match the old street width.

The project was initiated with the location of centerline monuments at the intersections of Hall ~~Street~~ AVE and 10th Street; Hall ~~Street~~ AVE and 12th Street; and Station 1 + 00 on 12th Street. These monuments clearly established centerlines on the project streets.

Test holes were dug and the typical procedure for a location project was followed. The only area of interest was a shallow, marshy area created by a slow moving drainage area, from septic tank run-off, located right of Station 8 to 11 on 12th Street. It was determined that the ditch could be moved with a pipe extension and that the area could be stabilized by using 4 inch minus 0 subbase rock as fill material.

The location survey was conducted entirely within the right-of-way of 12th Street and Hall ~~Street~~ AVE. As a result, the project will have no effect on any public recreational areas or historical sites.

REGISTERED PROFESSIONAL ENGINEERS IN OREGON AND WASHINGTON

The remoteness of the area made the location of a source for subbase rock of vital importance. H. N. Vancleave and myself investigated the quarry sites known in the area. The County Quarry is not available to use. The State Quarry at milepost 174.09 on the John Day Highway was designated as a "prospective" source. The material in this quarry is river dredgings of uniformly graded river rock, generally 1 ~~inch~~ Foot minus.

The Contractor, if he chooses to use this source, would have to mechanically separate the 4 inch minus rock from the site. Some mixing or removal of #200 minus may be necessary to meet the specification of a maximum of 8% passing the #200.

A second quarry was located on Johnson Street, approximately two miles North of Prairie City on the East side of the street, across from the County Quarry. This quarry is owned by Floyd Rynearson, who indicated that he would ask 75¢ a yard for the mining rights. The material in this quarry is a hard, clean rock which would be preferable to the rock available at the State Quarry, but the cost is probably prohibitive. It was determined to make the source known to the contractors and for them to determine its feasibility.

Respectfully submitted,

Daniel L. Kaufman

Daniel L. Kaufman, P.E.
Project Engineer

DLK:jgp
cc:

WALLULIS & ASSOCIATES, INC.

ENGINEERING & PLANNING

PRES: STANLEY G. WALLULIS, P.E.

- Water & Sewage Treatment, Transmission & Distribution
- Streets & Storm Drainage
- Municipal Planning
- Rate Studies & Financing
- Subdivisions
- Surveying
- Solid Waste

213 S. W. Emigrant Ave.
Pendleton, Oregon 97801
(503) 278-3588

108 East Main Street
* Hermiston, Oregon 97838
(503) 567-3381

* Address replies to this office.

April 25, 1978 75-120

Re: 12th Street and Hall ~~Street~~ AVE.
(Prairie City Sec.)
City Streets
Grant County
A. C. Paving Estimate

I contacted Baker Ready-Mix on April 19 and 20 and received a quote from their Engineer, Tony Script, for: A. C. as specified, furnished and placed in Prairie City. His estimate was $35.00/ton. Assuming Baker Ready-Mix was a subcontractor, a prime contractor using 20% profit would then charge $42.00/ton. I have used $42.00.

Respectfully submitted,

Daniel L. Kaufman

Daniel L. Kaufman, P.E.
Project Engineer

DLK:jgp
cc:

PRAIRIE CITY OFF ROADS SYSTEM

Project No: 75-120
March 20, 1978

Test holes were dug at the following locations and results are as noted.

Test Hole No. 1: 12th Street

5 feet right Station 1 + 00
Top 3 inches well compacted 1" - 0 gravel
Then 18 inches compacted clay free of rocks
Then 9 inches clay mixed with 1 inch to 4 inch river rock

Test Hole No. 2: 12th Street

6 feet left Station 7 + 00
Top 4 inches well compacted 1" - 0 gravel
Then 21 inches compacted river rock 1 inch to 6 inch with some sand and clay filler

Test Hole No. 3: 12th. Street

2 feet right Station 11 + 50
Top 3 inches well compacted 1" - 0 gravel
Then 2" - 0 compacted river rock, 1 inch to 6 inches with some fines

Test Hole No. 4: Hall ~~Street~~ AVE

10 feet left Station 0 + 50
Top 3 inches well compacted 1" - 0 gravel
Then 12 inches river rock 2 inches to 6 inches in size, very little fines
Then 8 inches clay silt

Test Hole No. 5: Hall ~~Street~~ AVE

10 feet left Station 4 + 50
Top 3 inches well compacted 1" - 0 gravel
Then 18 inches compacted clay and small amounts of 1 to $\frac{1}{2}$ inch river rock with some fines
Then 5 inches rock and stone 2 to 3 inches in size

Test Hole No. 6: Hall Street AVE

10 feet left Station 9 + 00
Top 3 inches compacted 1" - 0 gravel
Then 18 inches compacted clay with some 1 to $\frac{1}{2}$ inch river rock and some fines
Then 5 inches river rock and stone 2 to 3 inches in size

12th Street and Hall Ave
(Prairie City Sec.)
City Streets
Grant County

PROJECT ESTIMATE AND QUANTITY SUMMARY

Item No.	Item	Unit	Quantity	Unit Price	Total
1.	Mobilization	LS	All	$5,300.00	$ 5,300.00
2.	Temporary protection and direction of traffic	LS	All	$ 500.00	$ 500.00
3.	Clearing and grubbing	LS	All	$1,000.00	$ 1,000.00
4.	General excavation:				
	Excavation	CY	1300	$ 3.00	$ 3,900.00
	Embankment in place	CY	230	$ 2.00	$ 460.00
5.	3/4" – 0" base aggregate	CY	870	$ 10.50	$ 9,135.00
6.	4" – 0" subbase aggregate	CY	2400	$ 5.00	$12,000.00
7.	Class "B" or "C" asphaltic concrete	Tons	590	$ 42.00	$24,780.00
8.	Grid roller	Hours	16	$ 50.00	$ 800.00
9.	12" C.M.P.	LF	48	$ 12.00	$ 576.00
10.	15" C.M.P.	LF	27	$ 15.00	$ 405.00
			TOTAL		$58,856.00

Grant	$75,000.00
Engineering	$ 9,782.61 (15% of construction)
Construction	$65,217.39
Less 10% Contingencies	$ 6,521.74
	$58,695.65 Design Project

59
10

8802

Prairie City
OFF SYSTEM

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, OR 97850 ... Telephone 963-3177

March 6, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Paul Woodworth
Mayor of Prairie City
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

I am in receipt of your advance deposit check in the amount of $2,240, and work may now begin.

Please identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all billings due the consultant and contractor to Mr. Van Cleave. This is outlined in detail in paragraph 3 in my letter of February 21, 1978.

I have advised Mr. Van Cleave and Mr. Stan Wallulis that work may now begin.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm

cc: Stan Wallulis
Oswald Wimer
H. N. Van Cleave

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 7 1978
TAA Zehner File: PM FA LG OP

Form 81-734-3123

8802

ROBERT W. STRAUB
GOVERNOR

P. S. ELLIOTT
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 21, 1978

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 22 1978
File: PM FA
TAA _____ LG OP

The Honorable Paul Woodworth
Mayor of Prairie City
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

RE: SOS-R Project
Various City Streets
Prairie City

The Safer Off System Roads project which you applied for has now been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $16,000 and provides funds for survey and design by your consultant necessary to advance the project to the contract letting stage. Also, monies are provided for monitoring of the consultant's activities by the Highway Division.

At this time, you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all billings due to your consultant or contractor. This is in conformance with "Things to be Done by Local Agency", item 2, page 2 of the executed Construction Finance Agreement.

The Highway Division Liaison Engineer is Mr. H. N. Van Cleave, 1216 S. E. Byers, Pendleton, Oregon 97801, telephone 276-8888, who will monitor all activities of the consultant and receive all billings from the City for processing and payment.

Also enclosed is an approved copy of the Consultant Agreement between the City and Stan Wallulis and Associates. By copy of this letter, a copy is being forwarded to Mr. Wallulis.

The project has been identified as a Category 3 Non-Major Action, which requires minimal action to comply with the Oregon Action Plan.

Under the terms of the Construction-Finance Agreement, the City is to deposit a sum of money equal to 14 percent of the anticipated costs prior to proceeding with each portion of the work (Item 4, Things to be Done by Local Agency). Listed below is an itemized statement of anticipated costs:

Total Anticipated Cost		$16,000
Federal Funds	$13,760	
Local Share	2,240	

Please forward your check, made payable to the Highway Division, to me for further processing. Upon receipt of your check, authorization to commence work will be given.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dlm
Enclosures

cc: Stan Wallulis w/ enclosures
Gerald Wimer
H. N. Van Cleave w/ enclosures

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8802

FEDERAL AID PROJECT NO.: OS-1202(1)

PROJECT NO.: See Below

COUNTY NAME: Grant

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
2-6-78

PROGRAM NO.

ITEM NO. 80061

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 14 1978
File: PM FA LG OP
TAA

Copies to Attorneys Chapman Grant Region 5 Rappleyea M. Holmes

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-6-78	1-6-78	Non Federal-aid / City Streets

GENERAL LOCATION:

"12th, Hall, 6th, Williams & 3rd Street (Prairie City)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain and pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX ☐ : Including Utility Preparatory Work

☐ OTHER (Specify) TEC NTE $16,000, F.F. $10,320

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-2-77 letter I approve the Consultant Agreement with Wallulis and Associates. A signed copy of the agreement is returned herewith. Also, as requested in Mr. Swan's 12-2-77 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $84,000, Federal funds $54,180 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design of such proposed exceptions and reasons thereof.

OS-1202(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-6-78	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

H W

8802

FORM 81-734-9030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 15, 1978

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Consultant Agreement Revision
Last Paragraph, Page 3

Prairie City

TO: Gerald Wimer
Local Government Section Manager

S A L E M

MISC. CONTRACTS and AGREEMENTS No. 9545

Attached is a revised paragraph which was requested by FHWA. The revision has been approved by the City and Consultant.

Please advise when all preliminary criteria have been satisfied and work may begin.

Wallulis & Assoc., Inc.
+ Prairie City, City of,

RCL/dlm
Attachment

cc: Zelma Woods
Stan Wallulis & Associates

PROJECT MANAGEMENT
PME LGE
CCE ☐ FAE ☐ OM ☐ CPE ☐
JAN 17 1978
TAA Holmes File: PM FA LG OP

8802

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

Hon. Paul Woodworth
Mayor
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

RE: Final Project Assessment, Prairie City Street Reconstruction

Under the terms of the project application, the City shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Gerald Winer
Stan Wallulis
H. N. Van Cleave

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 6 1978
File: PM FA
TAA _____ LG OP

Form 81-734-3123

3202

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December ~~2~~ 13, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80061
Project No. OS-1202(1)
12th, Hall, 6th, Williams & 3rd Sts. (Prairie City)
Grant County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Approval of the attached Consultant Engineering Agreement with Wallulis & Associates Inc. and the return of one approved copy for our files.

(2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $16,000 with an obligation of $10,320 in federal funds.

CL:ljt
Att.

cc: W. E. Schwartz, Region 5
H. Reynoldson

12/13/77 - Glen Gray, FHWA, called to say this agreement is not acceptable re: cost breakdown. Handed Dett Jones 1 copy and he is re-evaluating the audit procedure.
Mainor

8802

City of Prairie City

Prairie City, Oregon 97869

RE ☐ POE ☐ FAE ☐ RPE ☐
POE ☐ SEP 19 1977 ☐
☐ REGEIVED ☐
REGIONAL OFFIC

September 14, 1977

George Strawn
State Highway Department
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Strawn:

Please be informed that Stanley Wallulis of Wallulis & Associates, Pendleton, Oregon was selected for our engineer on the Off System Road Project as he has been our City Engineer on a retainer basis for 6 years, and has handled all of our engineering since that time, and the City plans to continue with his services.

Very truly yours,
CITY OF PRAIRIE CITY

Paul D Woodworth
Mayor

Acceptable basis for selection per phone discussion Joe Savage.

9/23/77

D. J.

Copy to: Jeff Gowe

PROJECT MANAGEMENT
PME ☒ CCE ☐ OP ☐
LGE ☑ FAE ☐ CPE ☐
SEP 20 1977

TAA H Cmas File: PM FA LG OP

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-A

December 2, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City Streets in Prairie City 65		ADT	PRESENT DHV 10 90	FUTURE N/A (68) (70)					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 P.E., Gr., Dr., H.T. Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)			
CARD 4	CLASS OF FEDERAL FUNDS Off-System Roads						COUNTY NAME				
	NAME OF URBAN AREA 17-31 ---						ROUTE NO. N	FEDER			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	ESTIMATED PROJ FEDERAL FUN
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			0.7	16,000	10,320
5		12-2-77			ROW					
5					CONST (CODE) 6201		"12th, Hall, 6th, Williams & 3rd Sts. (Prairie City)"	0.7	84,000	54,180
								0.7	100,000	64,500
									(16)	(23) (24)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

8802

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		DHV 10 90	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80061 (14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			T. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	OS- 14 23	1202 7 13	(1)	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Grant	023 (14) (16)	☐ 1 OR ☐ 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	N	Non (32)	City Sts. (36) (37)	(41)

LES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(58) (59) (66)	(67) (76)			
7	16,000	10,320	---	5,680(City)	
7	84,000	54,180	---	29,820(City)	ROW - 45' min.; Access Control-None; Parking Restrictions-None.
7	100,000	64,500	---	35,500(City)	

(16) (23) (24) (33) REMARKS

-over-

12TH, HALL, 6TH, WILLIAMS, 3RD STS. (PRAIRIE CITY)

PROJECT NO. 0S-1202(1)

Existing Facilities: Basic two-lane gravel and dirt surfaced roadway.

Adjacent Sections: Unknown.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Grade, drain and high-type pave to widen the existing portions of the following streets to provide for a 24-foot paved roadway with 4-foot gravel shoulders, adjustment of utilities as required and incidental work common to this type of project.

Street	From	To
12th	W. City Limits	McHaley Ave.
Hall	10th St.	13th Sts.
6th	Cozart Ave.	Johnson St.
Williams	Main St.	Dixie Cr. Rd.
3rd	Main St.	Dixie Cr. Rd.

NOTE: Preliminary engineering will be performed by Wallulis & Associates, Inc., Consultant Engineers, with review and contracting by state forces.

System Action, Airpots, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requ
agreements.

FHPM 7-7-2 Requ
FHWA on Novembe

FHPM 7-7-5 Requ

(a) Public

(b) Locat

NOTE: This pr

surfaced

e following:

liminary engi-

sting portions
t paved roadway
ities as required
ect.

Ave.
s.
n St.
Cr. Rd.
Cr. Rd.

Nallulis & Associates,
ontracting by state

s, Historical and

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 2, 1977.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Not required under Oregon Action Plan.

(b) Location/Design---Not a factor in the development of the project.

NOTE: This project is in Congressional District No. 2.

8802

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hurter
Technical Services Engineer

DATE: November 14, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Prairie City Street Reconstruction
Near John Day Highway @ Prairie City
Grant County

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 25 1977
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-16-77

81-125-1387

Form FHWA 121 (Rev. 5-73)

12

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box
Salem, Oregon 97308

DATE: November 2, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-1202(-)
Prairie City Street Reconstruction
Near John Day Highway @ Prairie City
Grant County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Tiggins
G. L. Green
for

cc:
ODOT (Potter, Env Sec)
OSHD (Fenton, Reg 4)

Mailed
a Tiggins
11-4-77

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 8 1977
File: PM FA
LG OP
TAA

RECEIVED
TECHNICAL SERVICES
NOV 4'77
REFER TO
Wimer
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

SOS-1202(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1977

Section Prairie City Street Reconstruct. Unit (if appl)

County Grant City Prairie City

Highway Near John Day Hwy. @ Prairie City State Hwy. No. U.S. 20

Termini: M.P.(if appl) Length

Region 5 Construction Estimate $100,000
Program Amount

B. Purpose of Project: The proposed project consists of base reconstruction, roadside drainage and surfacing of sub-standard gravel residential streets to provide safe and convenient travel for vehicles of outlying and local residents, school buses, and mail and parcel carriers.

C. Origin & History of Project: Original construction of the streets proposed for reconstruction has taken place over the years on an "as needed" basis. Consequently, the streets are generally structurally unsuitable for safe all-weather use. A part of the Comprehensive Plan for Prairie City.

D. General Description of Project:

Length: 3720 lineal feet, as shown on enclosed map.
Termini: See enclosed map.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials required will include crushed aggregates, asphaltic concrete, drainage pipe and other materials necessary for road reconstruction. Obtained from commercial source. No borrowing or embankment material is anticipated. Waste stripping and excavation may be disposed of in existing City rights-of-way, as shown on enclosed map.

Type of Structure(s): Drainage culverts will be installed at street intersections on proposed reconstruction. No "structures" involved in project.

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

The proposed road reconstruction involves base reconstruction, drainage and surfacing of existing gravel roads in existing rights-of-ways. Alternative available is "No Build" which would leave the streets in a deteriorating condition.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Prairie City is situated at elevation 3538, approximately 12 miles east of John Day River. The land surrounding Prairie City is primarily agricultural valley land with cattle and hay production being the major uses of the land. The surrounding mountains provide timber for lumber production, which is important to the area's economy. Soils within the proposed project area, typically consist of silty loams and silty clay loams, with low permeability overlaying moderately permeable gravels and sands, deposited by the John Day River. The Prairie City area experiences high ground water conditions each spring and summer during the irrigation season. The entire project lies within the urban setting of Prairie City.

2. Cultural:

Prairie City serves as a major trading center for the outlying rural area. Since the recent closure of the Hines Lumber Mill at Bates, numerous houses from Bates have been relocated in the Prairie City area. The current expansion of the Blue Mountain Nursing Home will accelerate the need for safe, convenient, all weather roads. Land use within the proposed project area is primarily low density residential with the outlying areas being primarily agricultural land uses. Prairie City currently has existing sewerage and water systems and has begun planning for expansion of existing facilities to meet future demand. Minor increase in noise and air aesthetics will occur during construction.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

N.A.

3. Estimated Impact on Land Use:

None

Consequences:

N.A.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

Minor inconvenience due to noise and dust during construction. No lasting effect.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

This project is determined to be unrelated to traffic noise increase; no FHPM 7-7-3 noise study report is required.

c. Water Quality Standards

N.A.

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT: x

____ D & FEIS ____ D & F Neg.Dec. _X_ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4

Form FHWA 121 (Rev. 5-73)

8802

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box
Salem, Oregon 97308

Memorandum

SUBJECT: Oregon Project No. SOS-1202(-)
Prairie City Street Reconstruction
Near John Day Highway @ Prairie City
Grant County
Project Assessment

DATE: November 2, 1977

In reply refer to: HB.4-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Tappan
G. L. Green
for

cc:
ODOT (Potter, Env Sec)
OSHD (Fenton, Reg 4)

Mochnick
cf Tappan
11-4-77

RECEIVED
TECHNICAL SERVICES
NOV 4 '77
REFER TO Wimer
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8302

October 5, 1977

City of Prairie City
City Hall
Prairie City, OR 97466

Attention: Mrs. Zelma Woods
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6242

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off System Project on 12th, Hall, 6th, Williams and 3rd Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Down Harwell (agree. att.)

8802

Form E-20 (Rev. 9-71)

HPTOC 14

12

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 12th; Hall; Park; Tree Strs. (Prairie City) Date August 25, 19 77

Highway City Streets in Prairie City Authorization No. 1

County Grant Region 5 District 12 Survey Prefix 312-1910
(Assigned by Salem office)

Description of termini, route, length, etc.: Various city streets in the city of Prairie City; 12th, Hall, Park, Tree Streets.

Purpose of survey:

Monitor Work (P.E.) performed by Consultant	901	$ 1,500
Final Design and Review	905	200
Environmental Assessment and Review	923	300
Prepare Plans and Specifications	921	600
		$ 2,600

Estimate of cost:

OS-1202(1)
1-6-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,600

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:
F.L.Epley
(F.L.Epley) W.C.Ferguson
Field Engineer

Recommended for Approval:
Frank E. Perkins
Location Engineer

Recommended for Approval:
Dale D. Allen
Regional Engineer
Const

Approved:
J K Armstrong for
Technical Services Engineer

SP*23604-734

OFF SYST

H N MF

8802

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Region 5 Office

W. E. Schwartz
Region 5 Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 8, 1977

The Hon. Paul Woodworth
Mayor of Prairie City
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

Enclosed are four copies of an agreement covering your Safer Off-System Road project for Various City Streets (Prairie City) section.

Please examine the agreement carefully and if found to be acceptable, you and your City Recorder should execute the document and return the three blue-bound copies to me for further processing. You will note on page 4, paragraph 2, the blank spaces call for a resolution to be passed by your City Council authorizing you to enter into this agreement. Please include four copies of this resolution when you return the agreements.

Upon final approval by the Department of Transportation, a fully executed copy will be furnished to you.

If you have any questions regarding this, please give us a call.

Sincerely,

Bob Aldrich
Region 5 Office Engineer

sh
Enclosures

cc G. Wimer
Mallulis & Associates, Inc.

N Holmes (D)

Form 81-734-3129

8802

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
July 19, 1977

George Strawn

FROM: George Strawn
Region Planning Coordinator

SUBJECT: Off-System Roads Program
City of Prairie City
Grant County

TO: Gerald Wimer
Local Government Programs Engineer

S A L E M

Attached find three copies of Resolution #103 by the City of Prairie City for the proposed Off-System project.

The resolution indicates the City's share to be $11,500. This amount is in error. For a project with a limit of $75,000, the City's share should be only $10,500.

I don't believe this error should cause any problems; however, if the resolution needs correcting, please notify me.

GS/dm
Attachments

cc: Mayor Paul D. Woodworth

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 21 1977

File: PM FA
TAA Zahner LG OP
Please advise Strawn

No action necessary. ✓

NOTED

City of Prairie City

Prairie City, Oregon 97869

RESOLUTION NO. 103

BE IT HEREBY RESOLVED that it is in the best interest of the City of Prairie City to apply for Grant Funding in the amount of $64,500 through the State of Oregon for Federally funded "Off System Roads Program" with the city contributing a local share of $11,500.

BE IT FURTHER RESOLVED that authorization be given to the Mayor and Recorder to execute application documents, a Consulting Engineer Agreement, Progress payments and other pertinent documents that may be required.

ADOPTED BY THE CITY COUNCIL on this 14th day of June, 1977.

PAUL D. WOODWORTH, MAYOR

Attest:

Zelma Woods, City Recorder

8802

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

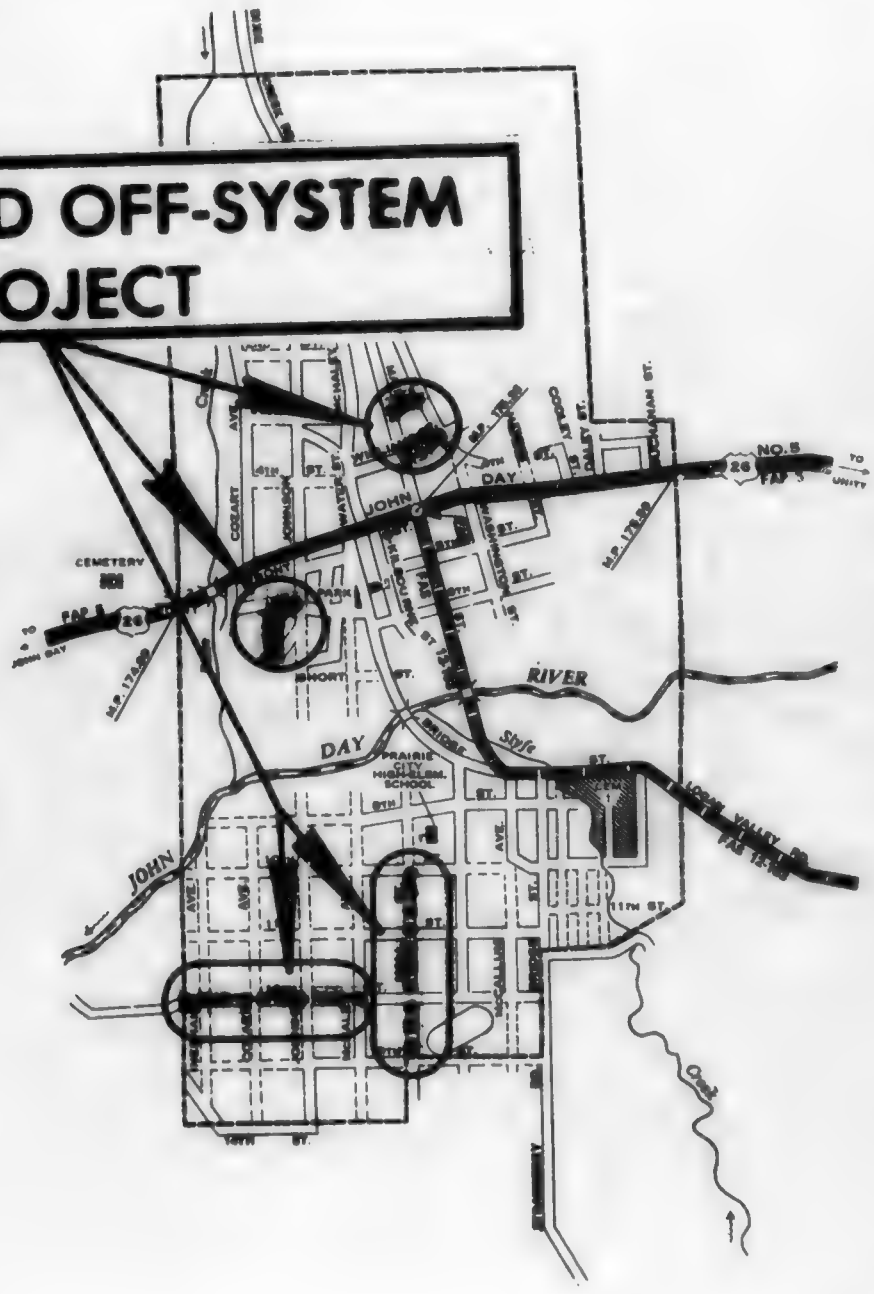
CITY OF PRAIRIE CITY
Proposed SOS-R Project

Various City Streets (Prairie City) Section
Grade, Pave and Sign
0.7 mile
$100,000

This project consists of widening portions of 12th, Hall, 6th, Williams and 3rd Streets to provide a two-lane paved street with gravel shoulders.

City will engage a consultant to perform the preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT



T13S R35E W.M.

PRAIRIE CITY

GRANT COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population [illegible]

Scale in Feet

Revised September 1978

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY.

SOS

WALLULIS & ASSOCIATES

ENGINEERING & PLANNING

- Water & Sewage Treatment, Transmission & Distribution
- Streets & Storm Drainage
- Municipal Planning
- Rate Studies & Financing
- Subdivisions
- Surveying
- Solid Waste

213 S. W. Emigrant Ave.
Pendleton, Oregon 97801
(503) 278-1598

Nelson Square Building
Boardman, Oregon 97818
(503) 481-5831

108 East Main Street
Hermiston, Oregon 97838
(503) 567-3311

Address replies to this office.

RE ROE RDE

MAR 22 1977

RECEIVED REGIONAL OFFICE

March 21, 1977

75-120

Mr. R. C. Lang
Regional Federal Aide Engineer
P.O. Box 850
La Grande, OR 97850

Re: Prairie City Off-System Roads Program
SOS-1202(1)

Dear Roger,

We have completed a new study of the project outlined in the Prairie City application, dated August, 1975. A new consultant agreement based on the $75,000.00 limit is in the process of being completed now. We do not anticipate any problem in adjusting the scale of our project to meet the new funding limit and wish to keep the current application, with its current priority status, on file.

Please keep us informed of any new developments. Thank you.

Very truly yours,

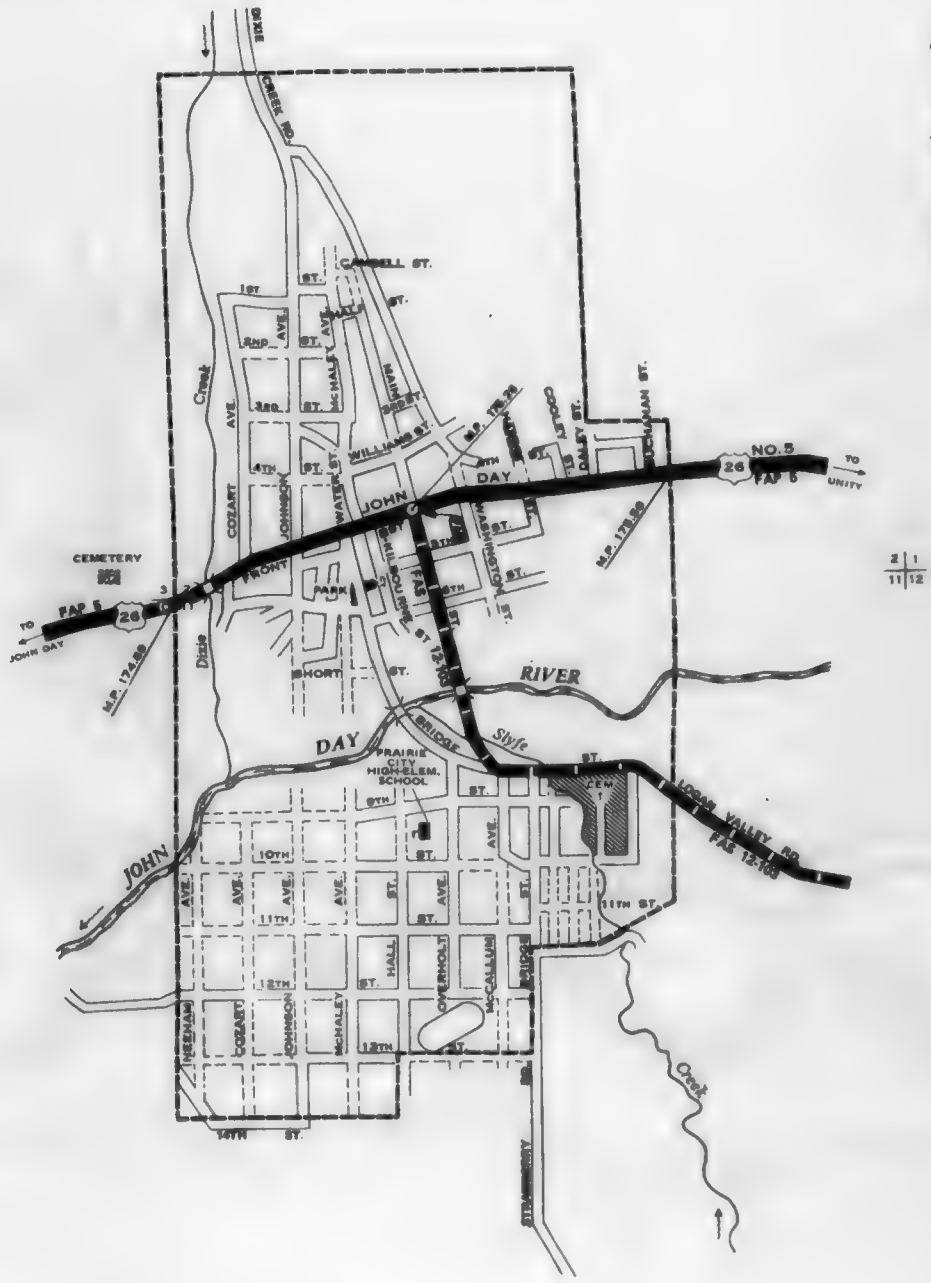
Daniel L. Kaufman

Daniel L. Kaufman, P.E.

PROJECT MANAGEMENT
MAR 25 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

DLK:jgp
cc:
cy G. N. Hopkins

NOTED
MAINOR C. HOLMES



T13S R33E W.M.

PRAIRIE CITY

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 980

Scale in Feet

Revised September 1975

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
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- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PA)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
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- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8802

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

October 15, 1976

The Honorable Paul D. Woodworth
City Hall
Prairie City, OR 97869

Dear Mayor Woodworth:

RE: Proposed Off-System Project, City Streets

As you know, Congress has continued the Safer Off-System Roads Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted on prior to their adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

I remind you than no work should be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Wallulis & Associates
R. H. Prange
Vern Cusack, FHWA

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ DE
☑ DPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-3122

8802

OSR

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 1, 1976

The Honorable Paul D. Woodworth
Mayor of Prairie City
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

RE: Off-System Projects, Consultant Agreement (OS 1202(1)

As you know, the off-system project limit for cities is now at $75,000.

The consultant agreement executed between the City and Stan Wallulis and Associates was based on a $100,000 project. Due to the reduced scope of the project, it would be appropriate to draw up a new agreement to cover the required engineering services. It is felt an updated agreement will help to speed approval once we get going.

Attached are three copies of a revised consultant agreement form with attachments, which have been accepted by the Federal Highway Administration. Please return the three copies of the agreement for processing when the required information is furnished and the agreements are executed.

Don't hesitate to call if you have any questions.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Attachments

cc Stan Wallulis w/attach
R. H. Prange

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ DE
☑ DPE ☒ CE ☒ RE ☐ RPE ☐

Form 81-734-3123

8802

Prairie City

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

August 12, 1976

Re: Off-System Roads Program

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Hon. Paul Woodworth
City Hall
Prairie City, Oregon 97869

Dear Mayor Woodworth:

The recently enacted Federal Aid Highway Act of 1976 has deleted the exclusive rural concept of the Off-System Roads Program. The program is now open to all cities, urban districts in addition to the counties, road districts and Indian reservations.

In order to establish a fair and equitable method of allocating the funds provided by this program the Highway Division met with the Association of Oregon Counties, the League of Oregon Cities and the Federal Highway Administration. As a result of these meetings the following maximum dollar amounts were established:

Counties	$250,000
Cities under 50,000 population	75,000
Road Districts	75,000

Your proposed project was placed in line for funding consideration some time ago. Due to the reduced funding limitations we need to know the following:

1. Do you wish your project considered for funding?

2. Will the amount of $75,000 be adequate to cover the total cost of the project including preliminary and construction engineering?

3. If not, will it be possible to "downscope" the project to meet the maximum dollar amount?

Your early attention and reply to this matter will be appreciated.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
cc: George Hopkins
Wallulis & Assoc., Pendleton

Form 81-734-3122

8802

O.S.T.
Prairie City
(in Grant Co.)

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 12, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Stanley G. Wallulis
Prairie City Engineer
213 S. W. Emigrant
Pendleton, Oregon 97801

Dear Mr. Wallulis:

RE: Project Request, Off-System Roads Program, City of Prairie City

Your Project Application and Environmental Assessment have been forwarded to our Project Management Section in Salem for further processing.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city projects, road districts, and Indian tribes shall be available on a $100,000 per county basis. Priorities are established in the order in which applications are received. The city allotment for Grant County has been earmarked for John Day.

Your project will be placed on a waiting list for possible funding in the event additional funds become available.

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY	AUG 14 1975	
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang
Regional Federal Aid Engineer

7-21-77
Assessment
To Potter.

RCL:sh
Enclosures - Project Request & Environmental Assessment

cc George Hopkins

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

Form 81-734-3123

8202

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
August 12, 1975

FILE: OS-1202( )

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed Project
Off-System
Various City Streets
City of Prairie City

TO: Don Harwell
County-City Engineer

S A L E M

Attached is a project application and environmental assessment submitted by Wallulis and Associates at the direction of Mayor Woodworth and the City Council. Wallulis and Associates, 213 S.W. Emigrant, Pendleton, Oregon 97801, is a consulting firm retained by the city of Prairie City.

Mr. Wallulis stipulates in Section VI, Financial Data, of the application that the city has $5,000 presently available for matching funds and that the city will borrow the remainder of necessary funds against future State of Oregon Gasoline Tax Fund revenue.

After some embarrassing questioning of various people, I find that the 1975 Legislature enacted Senate Bill No. 448, which allows cities to borrow against future gas tax revenue. I have been unable to determine just how the fund is operating and the cities are to request the funds.

Please advise if the project is fundable with this method of providing matching funds.

7-20-77
ASSESSMENT
TO POTTER

Prange - LWR
answered
Regarding Item
by phone 8/13/75

RCL:je
Attachments

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
AUG 13 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8812.

WALLULIS & ASSOCIATES

ENGINEERING & PLANNING

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ AUG 11 1975
RDE ☐ RECEIVED REGIONAL OFFICE

213 S.W. Emigrant Ave.
PENDLETON, OREGON
Phone 503-276-1598

Owner:
STANLEY G. WALLULIS

Firm Manager:
ROBERT G. JOSSIS

Environmental Engineer:
NAYAN M. VORA

- Water & Sewage Treatment, Transmission & Distribution
- Solid Wastes
- Municipal Planning
- Streets & Storm Drainage
- Rate Studies & Financing

August 8, 1975

Mr. R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
LaGrande, Or. 97850

Re: Off-System Roads Program
1973 Highway Act, 1974 Amendments
Section 219, United States Code Title 23

Dear Mr. Lang,

At the direction and authority of the Mayor and City Council of Prairie City, I am submitting an application for assistance under the Off System Roads Program. Enclosed is the Project Request, Project Site Map and the updated City Streets section of the Prairie City "701" Comprehensive Plan.

I understand from our telephone conversation of August 8, 1975, that the City of John Day has been committed the funds allowed for Grant County. However, the City Council is in hopes that there may be additional funds available for Prairie City at a later date.

Please contact me if you have any question on the material submitted.

Very truly yours,

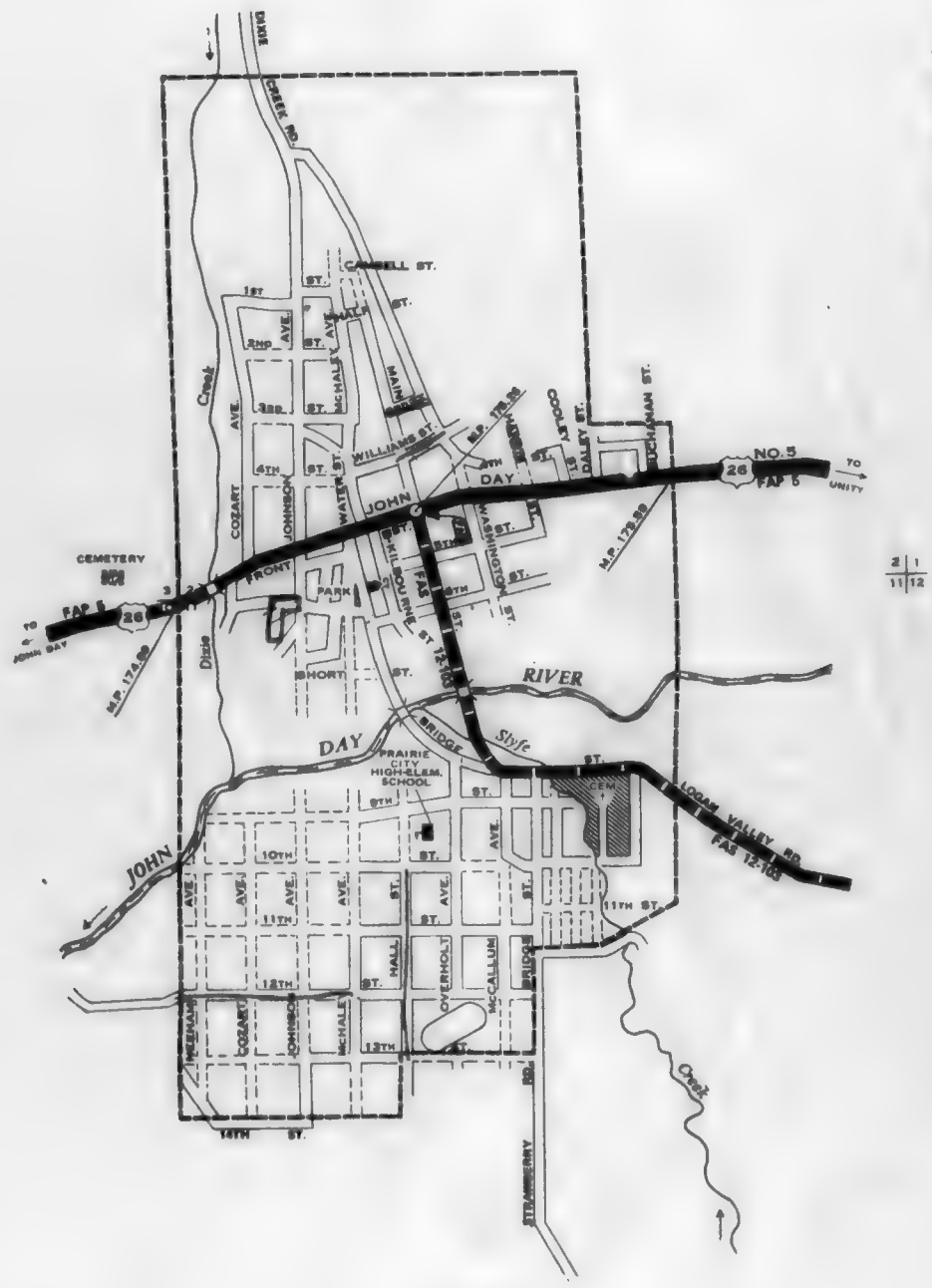
Stanley G. Wallulis, P.E.
Prairie City Engineer

SGW:gp

encl.

cc: Paul Woodworth, Mayor
Prairie City, Or.

Zelma Woods, City Recorder
Prairie City, Or.



T13S R33E W.M.

PRAIRIE CITY

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 980

Scale in Feet

Revised September 1975

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

POST OFFICE		PUBLIC BLDG.	
SCHOOL		CITY HALL	CY
CITY CENTER		COURT HOUSE	CT
R.R. DEPOT		ARMORY	A
CITY LIMITS		LIBRARY	L

OS-1202( )

PROJECT REQUEST
SECTION 219 OF U.S. CODE, TITLE 23
"OFF-SYSTEM ROADS"

Name of County City Prairie City Rd. No. N.A. Date August 6, 1975
County Road Name or street See attached map Portions of 12TH, Hall, Williams, 3RD, etc.
Section Name N.A.
Type of Project Street Reconstruction
Location of Project (Attach sketch map)
ADT 90 Design Speed 25 MPH

Is this request for bridge design only? Yes ____ No X
Yes ____ No ____
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Re item 12

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 2" A.C. Total Travel Width 24'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 4'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 32'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
N.A.
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract N.A.
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No N.A.

14. Will County adjust structure to additional width? Yes____ No N.A.

15. Will adjusted width be standard? Yes____ No N.A.
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No N.A.

17. Does County wish sight posts installed? Yes____ No X

Re item 8c

~~18. Does County wish State to permanently stripe project? Yes____ No____~~

19. Will County do striping? Yes____ No X

20. Does County wish guardrail installed? Yes____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No X

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes____ No X

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes X No____

Re. item 8 c

~~30. Should State do permanent signing? Yes____ No____~~

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA NOT APPLICABLE

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: ~~Standard width of FAS structure is traveled way plus full shoulders.~~)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____

10. Foundation Testing: By County? Yes_____No_____
~~By State?~~ ~~Yes_____No_____~~

Re item 8b

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State?~~ ~~Yes~~ _____ ~~No~~ _____
   By Consultant? Yes X No _____
   By County? Yes _____ No X
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

Re item 8b

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X

Re. item 10

4. Does County desire center line to be permanently monumented as part of project? Yes X No _____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No _____
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.~~)

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.~~)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80 Minimum 45

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes___ No N.A.

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes____ No____

N.A.

5. Should State prepare options? Yes___ No____

6. Should material source site be included in right-of-way descriptions?
   Yes____ No____

Re item 8d

7. Is there any merchantable timber on right-of-way?
   Yes____ No X

8. Will timber be reserved for owner? Yes____ No N.A.
   If removed by County or individual, must be done prior advertisement for bids.
   ~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes____ No N.A.

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Prairie City Water and Sewer are underground, electrical (California Pacific) and telephone (Oregon Telephone Corp.) are on pole lines.

13. Are utilities on existing right-of-way by permit ____ or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district N.A.
    and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N.A.

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes_____ No_____
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____

28. ~~Does County wish State to prepare P.U.C. hearing data?~~ ~~Yes~~_____ ~~No~~_____

29. Will P.U.C. application be made ~~by State~~_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by : Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V Several private and County crushing pits are in operation during the construction season. It is not known at this time where the Contractor would obtain his road building materials.

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~122,000.00~~ $100,000.00

2. Available Funds $ 22,000.00

3.

4. Date match money is available See remarks

5. Will there be any 100% money? Yes _____ No X

6. Maximum amount of 100% County money available: $ N.A.

7. Date request letting: WHEN FUNDS ARE Available

Remarks, re Section VI $5000.00 presently available - City will borrow remainder against future State of Oregon Gasoline Tax Fund revenue. (SENATE Bill 448)

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman or Mayor

By _____
County Commissioner or CITY

By _____
County Commissioner or CITY

_____
O.S.H.D. Field Engineer

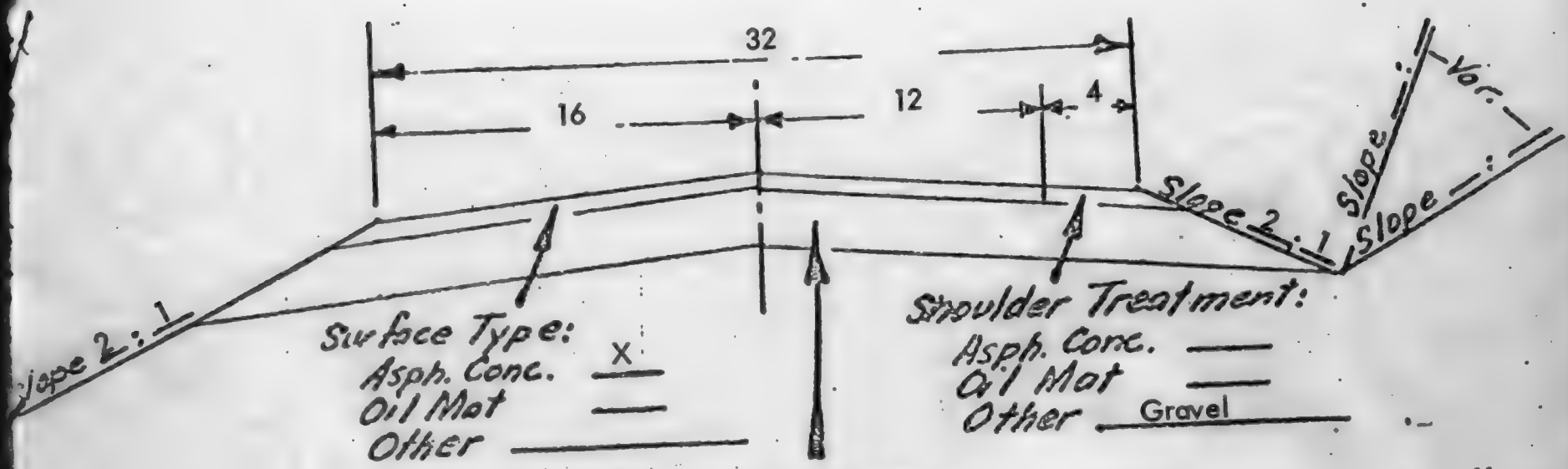
By Stanley V. Wallulis
City/ County Engineer or Roadmaster

Date _____

City/ County PRAIRIE CITY, OREGON

Date 8-8-75

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other Gravel

Type of Base:
Pit or Quarry Run X
Crushed Stone —
Asph. Treated —
Cement Treated —

No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —

SECTION FIVE

CITY STREETS

I. GENERAL

The total street system open to public travel within the city limits of Prairie City, is 43,540 lineal feet, or 8.25 miles. Of this total, 4.61 miles or 56% of the present public streets in use are paved, or are presently being paved. The following table classifies the entities having jurisdiction over the paved public rights-of-way.

Entity	Street Footage	% of Total Paved Streets
City	13,430	55%
County	7,190	30%
State	3,700	15%
	24,320	100%

Presently, 38% of the City's streets open to travel north of the John Day River; and 34% south of the John Day River, are paved. When all public streets in use are considered, the percentages become 57% on the north side and 44% south of the John Day River.

The existing paved streets and the unpaved streets are shown on the City map on page 44. The unpaved streets are priortized into four categories for construction with the first priority scheduled for first construction. Priority four, includes streets which are currently undeveloped (10,830 L.F.).

II. STREET IMPROVEMENT COSTS (CURRENT 1975)

Priority	Lineal Footage	Estimated Cost
First	3,720	$100,000.00
Second	3,480	$ 94,000.00
Third	4,420	$119,500.00
Fourth	16,050	$433,500.00
	Total	$747,000.00

The above costs are based on a 24 foot wide paved street (2 inches asphaltic concrete), side ditches for drainage, culverts for driveways and at intersections. Excavation to place streets below fronting properties and to prevent the creation of lakes, represents a substantial part of the cost. The excavated material can be placed to beneficial use where

streets are low, such as Johnson Avenue, south of Thirteenth Street; to open new streets such as Tenth Street, between McCallum Avenue and Overholt Avenue.

The City receives between $11,000.00 and $12,000.00 per year from the State of Oregon Gasoline Tax fund. If 100% of this fund was used for new construction, it would take 40 years to pave all the City streets now in use.

III. STREET MAINTENANCE REQUIREMENTS

The Asphalt Institute recommends surface sealing of streets once every 5 years to maintain life of pavement and preserve the underlying base rock. In practice, most cor. munities try to adhere to a 7 or 8 year resurfacing cycle. The cost of resurfacing existing streets is $5.00 to $8.00 per lineal foot, depending on physical condition and amount of wearing surface provided. With the present 13,430 lineal feet of paving, a complete resurfacing would cost approximately $90,000.00. On an 8 year cycle, this would amount to $11,250.00 per year, or 98% of the State Gas Tax allocation to Prairie City. Preserving present streets by implementing a reasonable maintenance program, will eliminate the need for their complete reconstruction at a later date.

IV. ASSESSMENT OF STREET IMPROVEMENTS

Obviously, the community should be working towards a program where the benefited property owners pay for the full cost of the improvement with the City paying for intersections. Initially, the committee recommends that 50% of the improvement costs be borne by the City, with City participation to be reduced to zero as soon as practical. The committee further recommends, that persons owning property on streets with the first priority be contacted with water billings or any other convenient means, and be advised of the new City policy and future reductions in City participation. Those areas that indicate a desire for street improvements on this basis, should be included in the next improvement program. Should no interest be expressed by those in the first priority group, improvements should then be progressively offered to those of lower priorities.

V. SCHEDULING OF IMPROVEMENTS

After completion of the current reconstruction work on Bridge, Washington, First, Second and Third Streets, the current street budget will contain approximately $5,000.00. The City should consider the possibility of using this $5,000.00 and borrowing on future Oregon State Gas Tax Fund revenue to generate match money for available Federal and State grant funding.

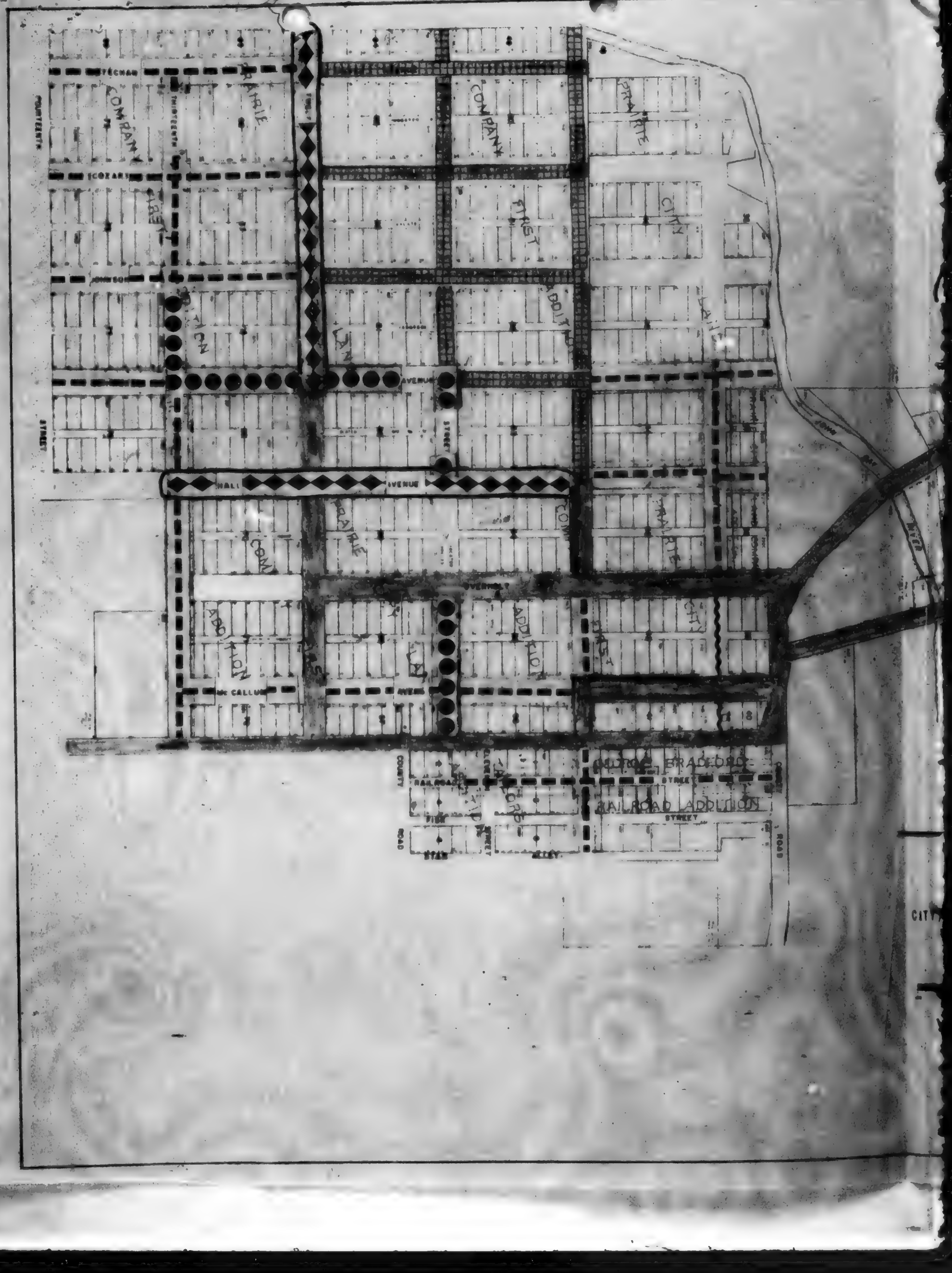
Practically all the streets in town need reconstruction or rehabilitative sealing and the condition of Bridge Street is particularly critical. Restoration of present streets is of first priority to preserve the investment they represent.

VI. ENVIRONMENTAL ASSESSMENT

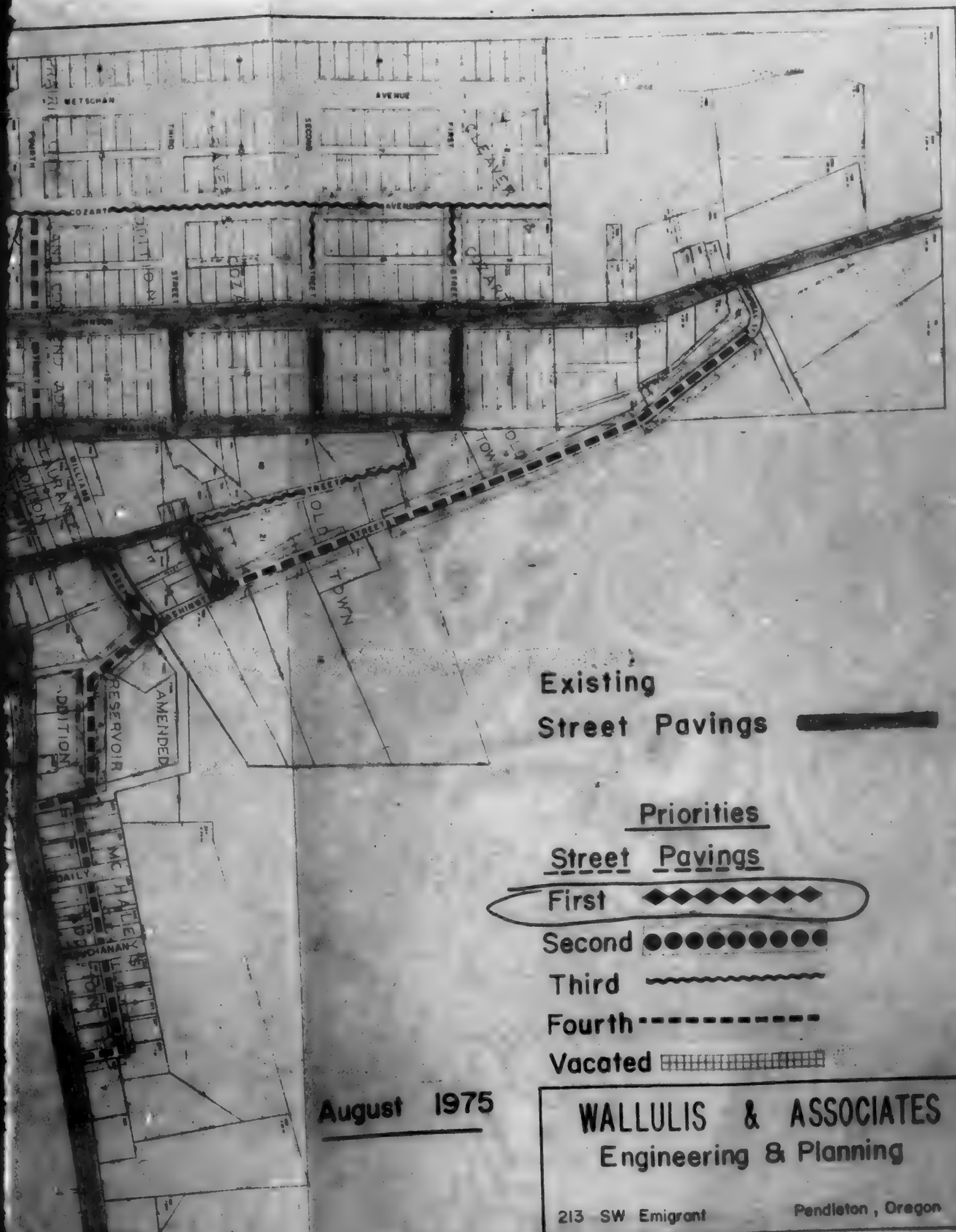
The crushing of rock for street improvements is usually performed at a remote location and in-

volves little or no inconvenience to the general public. During the street construction, residents of the City will be subjected to traffic detours, localized construction noise and limited access to those properties fronting the improvements.

Upon completion, the paved streets will eliminate the dust generated from travel over the present unimproved streets. Surfaced streets also reduce wear and tear on vehicle frames and accessories, such as tires. Paved streets also reduce or eliminate: Noise levels; silty water runoff during inclement weather; maintenance; and because of a general lack of sidewalks, provides a better surface for pedestrians and bicyclists.


COMPANY
PRAIRIE
FIRST
ADDITION
AVENUE
STREET
HALL
McCALLUM
RAILROAD
CITY

METSLMAN
AVENUE
COZART
AVENUE
FOURTH
THIRD
SECOND
FIRST
STREET
JOHNSON
STREET
LAURANCE
MAIN
ADDITION
KILBORN
ADDITION
AMENDED
RESERVOIR
ADDITION
DAILY
MC HALEY'S
ADDITION
BUCHANAN
CITY OF PRAIRIE CITY, OREGON
August 1975



August 1975

WALLULIS & ASSOCIATES
Engineering & Planning

213 SW Emigrant Pendleton, Oregon

8803 Snabel, Bologna & Bone Cr. 1978
Sections of John Day Hwy.
(Grading & structures)

8802

August 28, 1979

Hartford Accident and Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

A post-final payment for $8,000 will be made to Douglas S. Coats Construction on Contract No. 8803 for work on the Snabel Creek, Bologna Creek and Bone Creek Bridges on the John Day Highway in Grant and Wheeler Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $392,621.17 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

C. T. Keasey
Walt Hart
W. E. Schwartz

#8803

August 3, 1979

Hartford Accident and
Indemnity Company
1820 Eastlake Avenue E.
Seattle, WA 98102

Attn: Surety Department

Gentlemen:

Contract No. 8803 awarded to Douglas S. Coats Construction for work on the Snabel Creek, Bologna Creek and Bone Creek Bridges on the John Day Highway in Grant and Wheeler Counties was completed on April 6, 1979, and accepted by the State Highway Engineer on August 1, 1979.

Final payment in the amount of $19,162.96 will be released to the contractor after August 8, 1979. The total contract amount is $384,621.17. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Douglas S. Coats Construction
P.O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

FKN/mdd

8803

June 20, 1979

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

Time Extension Request
Snabel Creek, Bologna Creek & Bone Creek Bridges
Contract No. 8803

Your request for additional time on the above contract has been reviewed and 56 additional calendar days are granted due to a shortage of cement. This will eliminate all liquidated damages on this project.

It was not necessary to consider the other items in your request since sufficient time was warranted for the cement shortage delay.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:mk jh
bc: C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Bob Church
Richard Hacek

3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, OR
June 19, 1979

D. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Snabel Cr., Bologna Cr.
and Bone Cr. Bridges
Wheeler & Grant Counties
Contract No. 8803

H. S. Coulter
State Highway Engineer

Douglas S. Coats Construction, contractor on the above project, has requested a time extension of 78 calendar days. He requests 56 days due to a shortage of cement; 15 days due to added stage construction; and 7 days for added work due to flooding. Pertinent contract times are:

Contract Awarded	August 28, 1978
Work Started	October 12, 1978
Contract Time Specified	150 Calendar Days
Time Used	206 Calendar Days

The contractor's requested 56 calendar days due to a shortage of cement is well documented. The Resident and Region concur that the project was delayed for 56 calendar days due to the shortage of cement. It is therefore recommended that an extension of 56 calendar days be granted for this reason.

Additional time for added stage construction and flood damage repair is not recommended since these items have not been resolved as to responsibility and a claim for additional payment for work performed is pending. Further, even though some added time may be warranted for these items, granting of additional time is unnecessary since the time recommended due to the cement shortage is sufficient to eliminate all liquidated damages on the project.

This is a State project. A rough draft letter to the contractor is enclosed.

OBJ:jk

Enc.

cc: W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENGR
JUN 20'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8803 Contractor Douglas S. Coats

Highway John Day

Section Snabel Cr., Bologna Cr., and Bone Cr. Bridges

Kind of Work Grading and structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

56 Calendar day time extension granted due to cement shortage.
Eliminates all liquidated damages.

Recommended for Approval:

Region Construction Engineer

O. B. Jackmond
For Construction Engineer

State Highway Engineer

Contract No.	8803
Project designation	State (State-Federal)
Date awarded	August 28, 1978
Work started	October 12, 1978
Per cent completed	100 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	228
No. of Added Workdays Requested	78

SP-9200-134

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 4-25-, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 228 days, within which to complete our Contract No. 8803, without the assessment of liquidated damages. The said contract is described as follows:

Snabel Cr., Bologna Cr. & Bone Cr. Bridges

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached letter

Respectfully submitted,

Douglas S Coats Construction
Contractor

By Douglas S Coats

CONSENT OF SURETY

Date 4-25-, 1979

We, Hartford Accident & Indemnity Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Betty M. Williamson
Attorney-in-fact

(SEAL)

Betty M. Williamson
Resident Agent

8-'23

No. 26

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Snabel Cr., Bologna Cr. and Bone Cr. Bridges	WEEK ENDING: April 14, 1979
		SECTION PREFIX: 35-1120
	HIGHWAY: John Day Highway	COUNTY: Wheeler & Grant
NAME OF JOB: Snabel Cr., Bologna & Bone Cr. Bridges	KIND OF WORK: Grading & Structures	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8803	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 28, 1979	DATE WORK STARTED: October 12, 1978	ESTIMATED COMPLETION DATE: April 6, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 206
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 136%
PROJECT AUTHORIZATION: $513,715.76		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $472,980.59	ENGINEERING AUTHORIZATION $40,735.17	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $472,980.59	ENGINEERING COST TO DATE $29,657.44	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 73 %	DATE PROJECT WAS COMPLETED: April 6, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2199A	4988A	241B					
PERCENT	100%	100%	100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8		0		
MONDAY 9		0		
TUESDAY 10		0		
WEDNESDAY 11		0		
THURSDAY 12		0		
FRIDAY 13		0		
SATURDAY 14		0		Work completed on project April 6, 1979

Kessey Richards
Jackman Berg
Hopkins Inlow
Williams Widmer
Johnsen Gebauer
Glenn Church

RECEIVED
APR 16 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	8	No Activity
MONDAY	9	Clean-up
TUESDAY	10	Clean-up
WEDNESDAY	11	Clean-up
THURSDAY	12	Clean-up
FRIDAY	13	Clean-up
SATURDAY	14	No Activity

REMARKS

Contractor was on the project performing clean-up details.

RECEIVED

SIGNED W. C. Ferguson, Res. Eng. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8803

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8803 for work on the Snabel Creek, Bologna Creek and Bone Creek Bridges Section of the John Day Highway in Grant and Wheeler Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Hartford Accident & Indemnity Co.
Surety Department
1620 Eastlake Avenue East
Seattle, WA 98102

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Wm. C. Ferguson

8803

August 31, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

Enclosed are three copies of Contract No. 8803 awarded to you on August 28 for work on the Snabal Creek, Bologna Creek and Bone Creek Bridges Section of the John Day Highway in Grant and Wheeler Counties in the amount of $380,763.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
Wm. C. Ferguson
Don Trout

8803 5

Salem, Oregon
August 1, 1978

J. H. Verateeg
Head of Engineering

J. E. Boyd
Right of Way Manager
BUILDING

50296 - Stirewalt
Snabel Cr. Br.
50297 - Hill
Bologna Cr. Br.
John Day Highway
Wheeler County

Attached are 2 descriptions, an authorization and R/W prints covering detour easements for the subject bridges, which are scheduled for early contracting.

Also attached are your signed Permits of Entry covering the same areas.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8803

GENERAL FILES

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 31, 1978

RECEIVED
STATE HWY ENGR
AUG - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Virgil O. Seiser
U. S. Dept. of the Interior
Bureau of Land Management
P. O. Box 2965
Portland, OR 97208

also
Sumabel C.c
Bologna C.c

Dear Mr. Seiser:

We recently requested additional right of way through BLM land in Grant County to replace a bridge at Bone Creek on the John Day Highway that was destroyed during a rainstorm on June 30, 1978. The cooperation of your department and all other parties involved in granting the right of way will permit us to let an early contract for this bridge replacement.

Again, I wish to thank you and all of the other parties involved for your cooperation to accelerate this grant on such short notice.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: H. S. Coulter

Form 81-734-3122

8803

5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Donald L Rau

8-24-78 Bid Letting _____ All Clear Deadline

SECTION SNABEL CR., BOLOGNA CR. & BONE CR. BRIDGES
Highway John Day Highway
County Wheeler & Grant Region 5
Type of Work Structures (3) Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration					
Project Assessment					
Write-off Letter					

N/A State Funds

PERMITS:					
Division of State Lands		X	X	X	X
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study	X				

8803

9

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 24, 1978

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Flood Damage Inspection
Wheeler and Grant Counties

TO: ~~F I L~~ E

NOTED
E. S. HUNTER

On July 17 and 18 I accompanied Harry Oswald, District Engineer, and his assistant, Walter Sullivan, to inspect flood damage resulting from the July 1 through July 3 series of flash floods. The inspection included the John Day Highway, Kimberly-Long Creek Secondary and the Heppner-Spray Secondary.

It is impossible at this time to estimate what the peak flows were on each stream; however, the U.S. Geological Survey plans to make some indirect measurement of flood peaks at several crossings. For now I will list the flood peak potential at each site. These are based on flood flow data from other flash flood events in the John Day Basin.

Damage to the John Day Highway was most extensive between MP 89 (west of Spray) and MP 110 (south of Kimberley). Three bridges were damaged to the point that replacement is necessary.

John Day Highway

Snabel Creek, MP 89.19

Snabel Creek drains an area of 3.6 square miles at the bridge. Flow rates at this site are given below.

50-year peak from normal runoff = 520 cfs
Average size flash flood = 730 cfs
Major flash flood = 1270 cfs

Damage to the existing bridge resulted from undermining of the westerly abutment. This is the first time that any major damage to this structure has occurred since it was rebuilt in 1953. Maintenance records indicate that flash-flood-related damage has not occurred to the structure since the road was first built. However, minor damage to the westerly upstream abutment has occurred.

RECEIVED
TECHNICAL SERVICES
JUL 25 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Approximately 300 feet upstream, water is confined to a single channel. As it approaches the bridge, water must negotiate a relatively short radius curve. At several locations, the west bank is low, allowing water to escape the channel and flow through a barnyard and across the highway west of the bridge.

The easterly bank is a nonerosive rock point. As a result, the cross-sectional area of the channel can increase in only two directions--downward and to the west.

Highwater marks along the channel indicate flow depths of four to five feet relative to the existing channel bottom. It is likely that the actual depth was seven to eight feet since some deposition of material has occurred.

To protect the highway against future damage during a similar event, the following work is suggested.

1. Lengthen the bridge to a 40-foot clear span skewed 20 degrees. Failure of the bridge resulted from scour, which indicates insufficient water way area under the existing bridge for this size flood.

2. Place a grouted riprap blanket through the bridge opening from end of wingwall to end of wingwall--this blanket is essential if spread footings or shallow pile bents are used. It would not be necessary if deep piling are used.

3. Construct approximately 300 feet of dike along the westerly bank of the upstream channel. Face it with large plated riprap or grouted rock. Construct toe trench approximately five feet below present channel bed.

4. Excavate the rock point on the easterly bank to provide a wider channel and a better entrance to the bridge as well as material for the dike along the west bank.

Bologna Creek, MP 103.05

Bologna Creek at the bridge site drains an area of 26.5 square miles. Flow rates at this site are given below.

50-year peak from normal runoff = 1520 cfs
Average size flash flood = 2670 cfs
Major flash flood = 4900 cfs

Damage to this structure was also the result of scour to the shallow ped-type foundation. Scour depth was more than five feet. Similar

scour can be expected in the future since there is no large material in sufficient quantities in the bed to armor it.

The existing bridge is 76 feet long with four 19-foot spans. The proposed bridge will be a 67-foot clear span slab with vertical abutments. Although the new bridge will be shorter than the existing structure, its waterway area will be similar if the bottom is excavated between abutments to approximate a rectangular opening.

Scour of the bed during future floods should not create a problem since the abutment will be constructed by encasing the piles in concrete. Bologna Creek supports anadromous fish runs; therefore, a grouted rock invert is not suggested.

At one time a dike along the northwesterly bank was being considered. Such a dike would be of little value and is not recommended.

Bone Creek, MP 110.04

Bone Creek at the bridge site drains an area of 1.7 square miles. Flow rates at this site are given below.

50-year peak from normal runoff = 340 cfs
Average flash flood = 445 cfs
Major flash flood = 670 cfs

The old bridge was a 52-foot three-span bridge on ped-type foundation. A 55-foot clear span bridge with vertical abutments is propsoed to replace it. Centerline will be moved upstream to approximately the present right of way line.

Bone Creek has a gradient of 7.6 percent at the bridge. Moving the structure upstream 30 feet will result in a 2.5-foot reduction in vertical clearance.

Vertical clearance prior to the flood was about 10 feet. Present stream bed is about four feet higher. The combination of moving the bridge upstream and the aggraded streambed will reduce the vertical clearance under the bridge significantly. To alleviate this condition, the roadway gradeline should be raised and the channel bed excavated so that the original 10-foot clearance is provided.

If shallow spread footings or short piles are used for the abutment, a grouted riprap blanket on the channel bed similar to the one at Snabel Creek is suggested. If deep piling are used, this blanket is not essential. Grouted rock around the wing walls is suggested regardless of the bed treatment.

Kimberly-Long Creek Secondary Highway

Portuguese Canyon, MP 6.3

Portuguese Canyon at the highway crossing drains an area of 2.3 square miles. Flow rates at this site are given below.

50-year peak from normal runoff = 400 cfs
Average size flash flood = 540 cfs
Major flash flood = 940 cfs

This crossing has a long history of flood-related damage as well as damage to a downstream property. Early in 1974, Harry Oswald asked the Hydraulics Unit to study this crossing to determine if a culvert larger than the then-existing 36-inch culvert was needed. Based on that study which used a design discharge of 400 cfs, it was concluded that an 84-inch CMP would be adequate for non-flash flood related runoff. In order to place a pipe that large, the channel had to be excavated about nine feet on the upstream side where the channel had filled to roadway level. As stated in the transmittal letters, "It is impossible to determine whether this plan will eliminate all maintenance problems during flash floods; however, the 84-inch CMP should provide sufficient height to allow maintenance personnel to clean the culvert." Unfortunately, the 84-inch has not been subjected to runoffs closer to its design capacity to see if it will handle most runoffs.

Flash floods of the magnitude experienced this month were beyond the capacity of this pipe which was one of the largest culverts that could be installed at this site.

From a hydraulics standpoint a bridge at this site would have been necessary to handle the water and sediment discharge. It should be noted that although a bridge would be necessary to handle such a flood, this is a secondary highway which has no bridges on it. This appears to indicate that the design policy when the highway was built was to let major flood flows overtop the highway.

When overflow does occur, part of the water flows toward the river by way of a swale which may have been the old channel (there is no concrete proof to that affect). A residence is located in this low area which makes it susceptible to flood damage. The owner has threatened to sue the State unless this flood problem is eliminated. He contends that a bridge is needed.

Dry Creek, MP 9.3

Dry Creek at the road crossing drains an area of 3.2 square miles. Flow rates at this site are given below.

50-year peak from normal runoff = 490 cfs
Average size flash flood = 670 cfs
Major flash flood = 1180 cfs

This drainage basin has about the same area as Snabel Creek but the existing drainage structure is only a 36-inch CMP. Based on the magnitude of this last series of flash floods and the size of the basin, a new bridge is warranted to prevent future road damage. However, there is a downstream condition which would make a large bridge opening ineffective.

Downstream a resident has constructed an earthen dam across the channel. This dam is about six to eight feet high. Upstream from the dam is a small pond. During the flood, water and silt crossed the highway, filled the pond and deposited silt about 4½ feet deep on the highway. This resident's house is located next to the dam on the right bank. Water and silt filled it to about window sill height and washed out his front porch.

After the flood he excavated the material out of his pond but he left the dam in place. With the dam in place, we can expect future roadway blockage during flash floods. A bridge would not prevent this from occurring. If a bridge is deemed necessary, it is suggested that we attempt to have this dam removed before building the structure.

SHM:mc

cc E. S. Hunter ✓
Frank E. Terpin
W. E. Schwartz
W. J. Hart
D. O. Christensen
Harry Oswald

8863

5

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1978

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
PORTLAND OR 97208

File 50292
Bone Creek Section
John Day Highway
Grant County

Attn: Harold A. Berends, Br. Chief
Lands & Minerals Operations

Dear Sir:

We are enclosing five copies of a preliminary map showing additional property needed to rebuild Bone Creek Bridge recently washed out by a flash flood. This property is located in Township 10 S, Range 26 E, W.M., Section 18, SE¼NW¼ and NE¼SW¼, Grant County.

Final maps will be submitted when available. This preliminary sketch is a portion of map 3B-19-12.

This application is made under the Act of August 27, 1958, (72 Stat. 885 - 916, 23 USC, Sec. 317) pursuant and subject to the terms and conditions contained in 43 CFR 2800 and 2820.

Access is controlled on this highway; therefore, the usual access control language should be used in the Decision.

To complete the application, we are enclosing the Assurance of Compliance.

Please expedite this transaction and address all correspondence to Adele L. Egan, Room 119 Transportation Building, Salem, Oregon 97310.

Yours truly,

J. B. BOYD
Right of Way Manager

By Adele L. Egan

Adele L. Egan
R/W Office Unit Supervisor

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
3 Scott
Savage
Trout

RECEIVED
JUL 13 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

VD:mp
Enc. - 5 prints, Assurance, 3 cc letter

cc: FHWA - 2 prints, Assurance.
W. E. Schwartz, w/3 prints
Harold Brainerd

Hand carried to Virgil Seiser (Thru to Berends) by Lyle Watson 7-13-78.

7803

9

July 7, 1978

J. H. Versteeg
Walt Hart

XXXXXX
From: E. S. Hunter
Technical Services Engineer

XXXXXXXX

Subject: Bridge Replacements
Bridges No. 241, 4988 and 2199

Three structures on the John Day Highway were recently damaged by waterspouts. We have elected to replace all three with modern structures.

Scott Coulter is requesting approval for the replacements with State Construction Funds at the July 18 Commission Meeting.

Please proceed with plans for a single contract containing all three structures, to be placed on the August advertisement for bid opening on August 24. A copy of the estimate is attached.

In addition to the damage at the three bridge sites, the roadbed was damaged at several other locations. It is possible that some of this repair work may be added to the structure replacement projects.

Scott has asked the Region for information on any damage repair which may be appropriate to be included.

I expect to receive that information by Tuesday of next week, which would be early enough to include it in the contract.

Attachment

ESH:ja

cc: F. B. Klaboe (enc.)
H. S. Coulter
D. H. Moehring "
Pat Schwartz "

APPROVED
L. W. Rumm

7/6/78

Structure Replacement
John Day Hwy.

Bone Cr. Bridge MP 110.04
Br. #241

Structure 55' span 32' rdwy.	$72,000
Grade, Pave	85,000
Total (Incl. E&C)	$163,000

Bologna Cr. Bridge MP 103.05
Br. 4988

Structure 67' span 32' rdwy.	$98,000
Grade, Pave	35,000
	$133,000

Snabel Cr. Bridge MP89.19
Br. #2199

Structure 40' span 32' rdwy.	$75,000
Grade, Pave	35,000
	$110,000

NOTED
F. B. KLABOE

→ E $406,000

Maint cost. — 125,

8803,

DATE: July 7, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Flood Damage Repair

As a result of the flash flooding that occurred in Eastern Oregon over the July 1 weekend, I have determined under authority delegated to me, that an emergency existed and have authorized emergency repairs to the damaged highways and structures to make them safe without calling for competitive bids.

Major damage occurred to bridges on the John Day Highway over Snabel, Bologna and Bone Creeks at M.P. 89.19, 103.05 and 110.04 respectively.

The bridge over Bone Creek was completely washed away and must be replaced. The replacement of this bridge is presently a project scheduled for 1981 under the Six-Year Program, but because of the flooding, the appropriate solution is that the project be advanced.

Substantial damage was done to the other two bridges. The preliminary estimates for permanent repairs to these timber structures are $25,000 at Bologna Creek and $26,000 at Snabel Creek. These repairs would replace destroyed or damaged parts of the existing bridges, but would do nothing to prevent recurrence.

An analysis of conditions at both locations indicates that replacing these old timber bridges with concrete slab span structures would not only provide replacements for structures nearing the end of their normal life, but also permit taking positive corrective action to minimize future damages at known trouble spots.

The estimated cost of the three new structures under one contract is $406,000, and there are sufficient unallocated State Construction Funds in the current budget to cover this cost.

Because of the substantial benefit to the system, the potential economic benefit of combining the three bridges in one contract, and to avoid expending relatively large sums of money in perpetuating bridges nearing the end of their expected life, I have authorized proceeding with the design of all three structures and, subject to your approval, anticipate calling for bids on this project next month.

This will be an item for your consideration at the July 18 meeting.

HBC:ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
J. H. Versteeg
W. J. Hart
D. H. Moehring
V. E. Skoog
W. E. Schwartz
George Bell
Bob Hactor

8803

-B

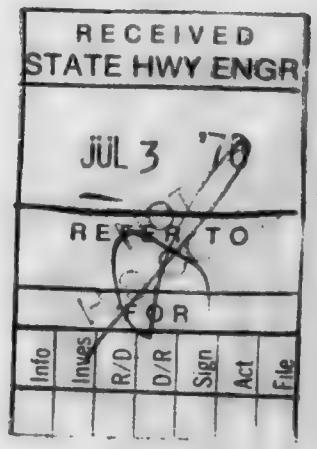
APB BND 1 7-3-78 8.25

ALL STATIONS

JOHN DAY HIGHWAY, ~~XXXXX~~ NO. 5, HAS RECEIVED CONSIDERABLE DAMAGE DUE TO HIGH WATER FROM MP 17-22. IT IS OPEN TO TRAFFIC WITH SOME AREAS RESTRICTED TO ONE WAY.

DON SLEDGE

MR -⅝$-. 11/24. 17/88. ¾49 --9 30. 4.



APB PEL 69 7-3-78 IMEQAM

ATTENTION ALL STATIONS

THE JOHN DAY HIGHAY NO. 5 HAS RECEIVED CONSIDERABLE FLOOD DAMAGE. AT MP 89.19 THE BRIDGE IS WASHED OUT AND A ONE WAY DETOUR HAS BEEN SET UP. AT APPROXIMATELY MP103, BOLOGNA CREEK, THE BRIDGE IS WASHED OUT. NO DETOUR HAS BEEN DX SET UP AT THIS TIME.AT MP 110, THE BRIDGE IS WASHED OUT WITH NO DETOUR AT THIS TIME.

THE KIMBERLY-LONG CREEK HIGHWAY, NO ROWX 402, HAS ALSO RECIEVED FLOOD DX DAMAGE. THE ROAD IS WASHED OUT 4 MILES WEST OF MONUMENT WITH NO DETOUR SET UP. IT IS ALSO WASHED OUT 3 MILES NOTH X NORTH OF IMBERX KIMBERLY WITH NO DETOUR SET UP AT THIS TIME.

5 3 CREWS
THE CREWS ARE BUSY AT THIS TIME TRYING TO GET THE MESS CLEAN ED UP.
28¾
WILL KEEP YOU UPDATED.

WALT SULIVAN
¾&9--9

1978 Long Prairie Rd.-Willow 8804
Flat Rd. Sec. of Mt. Hood Hwy.
(Grading, paving & signing)

C4a 6685 9-8-78
7555 8-13-81

jc **STATE COPY** cc: OSHD (Coulter)

8804

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Hood River	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-26-85	D. B. Carter, Area Engineer	F-24(14)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
June 6, 1980	November 30, 1981	86.3 %	525 CWD

LOCATION: Mt. Hood Highway South of the city of Hood River, Hood River County, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

NOTED
W. E. SCHWARTZ

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

by Fredrickson 7/2

LONG PRAIRIE ROAD - WILLOW FLAT ROAD (SECTION)
MT. HOOD HIGHWAY
Grading, Paving & Signing

This 3.2 mile project provided for the reconstruction of the Mt. Hood Highway between Long Prairie Road and Willow Flat Road.

The final cost of the original contract items was $3,805,292.52 or a 5.2 percent overrun of the contract amount of $3,617,231. The final cost of the project including engineering and all charges was $4,671,171.17.

As noted ion my report of July 15, 1980 the contractor had submitted a claim on this project involving grading and paving items of the work. A discussion with Keith Martin, Construction Section, OSHD; indicates that the claim was initially denied due to lack of timely notice. No further action has occurred on this claim.

All participating work has been completed.

All project signing and striping is complete.

Our December 6, 1979 memorandum indicated that certain items regarding repair of the surfacing due to a yielding subgrade would be nonparticipating. These quantities have now been identified in the amount of $6,840.98 as per the attached calculations. Credit for this amount will beincluded in the final voucher.

- DBC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter, Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER, Field Operations Engineer	
TITLE: Area Engineer	DATE: 7/28/85	TITLE: Field Operations Engineer	DATE: 7/28/85

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

Peets — Hopa — Carter

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE:

In Reply Refer to
File No.:
CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. F-24(14)

Contract 8804, Work Completed June 6, 1980

Project Long Prairie Road-Willow Flat Road

Highway Mt. Hood

County Hood River

Acceptance: Federal Hwy. Admin. July 15, 1980

Oregon Transportation Commission November 30, 1981

All participating work on this project has been completed.

The following documents have previously been transmitted to your office.

1-Copy Form 81-734-3498, Progress Est. & Cost Report
3-Copies Form PR-47, Statement of Materials & Labor
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

This project was originally transmitted for project acceptance October 24, 1983. Your acceptance was withheld pending additional information regarding the paving operation on this project and establishing quantities which are non-participating.

Enclosed are additional support data as requested by your office. If the attached data is to your satisfaction, please issue your final project acceptance letter.

BMW:mk

cc: Frank Griffin, Accounting
B. M. Walton
Construction Files

CPC/FL1

RECEIVED
JUN 24 1985

734-2023 (2-85)

c 8804

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-171	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: HOOD RIVER
MODIFICATION NUMBER 5	6-19-85	Project Number: F-24(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27 ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,820,515.00	$ 4,673,093.00
Federal funds	$ 4,134,555.00	$ 4,008,111.00
Other revisions		

This modification is made for the following reasons: To reflect a decrease in construction costs, and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Rout

for Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 17, 1985

FEDERAL AID PROJECT NO. F-24(14)

LONG PRAIRIE RD.-WILLOW FLAT RD. SECTION
MT. HOOD HIGHWAY
HOOD RIVER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 581+00 thru Equa. 727+00.14 BK = 727+10.41 AH. to Sta. 751+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Delineators	$ 20.00	150	$ 3,000.00	0	$ 0.00
Ditch Excavation	6.00	1,075	6,450.00	832	4,992.00
Embk. Found Excav.	2.50	19,900	49,750.00	7,620	19,050.00
General Excavation	1.60	586,650	938,640.00	571,138	913,820.00
Add'l Rolling	70.00	40	2,800.00	0	0.00
Overhaul	0.40	51,220	20,488.00	43,511	17,404.00
Asphalt in Bit. Base Mixture	100.00	1,680	168,000.00	1,649	164,900.00
12" Culv. Pipe	10.00	3,770	37,700.00	2,465	24,650.00
12" Sewer Pipe	14.00	490	6,860.00	215	3,010.00
Conc. Inlets, Type G-2	900.00	17	15,300.00	15	13,500.00
Conc. Inlets, Type M-E	1,000.00	1	1,000.00	0	0.00
6" Drain Pipe	4.00	900	3,600.00	507	2,028.00
Guardrail, Type 1	7.00	850	5,950.00	488	3,416.00
Guardrail Anch., Type 1	250.00	50	12,500.00	44	11,000.00
Rail End Pieces, Type C	100.00	45	4,500.00	35	3,500.00
Loose Riprap, Cl. 100	20.00	75	1,500.00	4	96.00
Roadside Seed & Straw Mulch Punched In	875.00	18	15,750.00	0	0.00
			$1,293,788.00		$1,181,366.00

Decrease -	$ 112,422.00
SUBTOTAL as on Estimate of August 23, 1984	4,368,731.10
SUBTOTAL	$4,256,309.10
Engineering	416,783.90
TOTAL	$4,673,093.00

Length of Project ----------	3.218 miles
Cost of Roadway Per Mile ----------	$1,452,173.09
Federal Funds (85.77%) ----------	$4,008,111.00
State Funds ----------	664,982.00
TOTAL	$4,673,093.00

Group 1: 100%
Contract No. 8804
Prefix: 14-1085

Appn Code: 010

DDB:pf

9904

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-26-2437B	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: OREGON
PROJECT REPORT NUMBER	8-23-84	County: HOOD RIVER
MODIFICATION NUMBER 4		Project Number: F-24(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27 ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,870,063.95	$ 4,820,515.00
Federal funds	$ 4,177,055.00	$ 4,134,555.00
Other revisions		

This modification is made for the following reasons: To reflect a decrease in construction engineering and to release funds for use on other construction projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August ,1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 23, 1984

FEDERAL AID PROJECT NO. F-24(14)

LONG PRAIRIE RD.-WILLOW FLAT RD. SECTION
MT. HOOD HIGHWAY
HOOD RIVER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6203
ROADWAY (Sta. 581+00 thru Equa. 727+00.14 BK = 727+10.41 Ah. to Sta. 751+00)

Subtotal on estimate of June 12, 1980		$4,348,667.15
Plus increase on estimate of September 9, 1981		20,063.95
	SUBTOTAL	$4,368,731.10
	Engineering	451,783.90
	TOTAL	$4,820,515.00

Length of Project ---------- 3.218 miles

Cost of Roadway Per Mile -------- $1,497,984.76

Federal Funds (85.77%) ----------	$4,134,555.00
State Funds ----------	685,960.00
TOTAL	$4,820,515.00

Contract No. 8804
Group 1: 100%
Prefix: 14-1085

CL:pf

8504

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-123 ~~3-273~~		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
MODIFICATION NUMBER 3	3-19-81	Project Number F-24(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,850,000.00	$ 4,870,063.95
Federal funds	$ 4,159,845.00	$ 4,177,055.00
Other revisions		

This modification is made for the following reasons: To include approved increase for Crystal Springs Water District.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of March , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 9, 1981

Federal Aid Project
No. F-24(14)

Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway in Hood River County

REVISED PROJECT AGREEMENT

Type Code 6203
Roadway (Sta. 581+00 thru Equa. 727+00.14 BK = 727+10.41 and to Sta. 751+00)

Total of previous estimate of June 12, 1981		$4,850,000.00
Approved additional increase to Crystal Springs Water District		20,063.95
	TOTAL	$4,870,063.95

Length of Project ---------- 3.218 miles

Cost of Roadway Per Mile --------$1,513,382.21

Federal Funds ----------	$4,177,055.00
State Funds ----------	693,008.95
TOTAL	$4,870,063.95

Group 1	100%
Contract No.	8804
Prefix	14-1085

8804

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-212		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
MODIFICATION NUMBER 2	6-18-80	Project Number F-24(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27 ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,451,420.00	$ 4,850,000.00
Federal funds	$ 3,817,933.00	$ 4,159,845.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, and additional items under price agreements and extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of June ,19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 12, 1980

Federal Aid Project
No. F-24(14)

Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway in Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203

Roadway (Sta. 581+00 thru Eg. 727+00.14 BK. = 727+10.41 and to Sta. 751+00)

Subtotal of previous estimate of December 28, 1979 $3,990,709.67

Previous Estimate

Temporary Signs	655 Sq. Ft.	5.00	$ 3,275.00
Flagman	7,200 Hrs.	10.00	72,000.00
Trench Excavation	5,380 Cu. Yd.	8.00	43,040.00
Watering	4,300 M-Gal.	6.00	25,800.00
Bituminous Base Mixture	30,500 Ton	10.00	305,000.00
Asph. in Bituminous Base Mix	1,680 Ton	100.00	168,000.00
1"-0 Aggregate Base	46,500 Ton	8.00	372,000.00
Class "B" Asph. Conc. Mixture	29,000 Ton	12.00	348,000.00
Asphalt in Tack Coat	30 Ton	150.00	4,500.00
24 inch Culvert Pipe	995 Lin. Ft.	15.00	14,925.00
24 inch Irrigation Pipe	25 Lin. Ft.	26.00	650.00
8 inch Drain Pipe	9,000 Lin. Ft.	5.00	45,000.00
Fiber Filter	10,100 Sq. Yd.	1.50	15,150.00
Gravel in Drains	1,440 Cu. Yd.	20.00	28,800.00
Guard Rail Type 2A	11,500 Lin. Ft.	9.00	103,500.00
Loose Riprap Class 700	175 Cu. Yd.	25.00	4,375.00
Delineators	165 Each	17.00	2,805.00
Roadside Seeding & Mulching	3 Acre	700.00	2,100.00
Roadside Seed & Straw Mulch/Binder	12 Acre	875.00	10,500.00
Concrete Inlets, Type "D"	1 Each	1,000.00	1,000.00
Drainage Curbs	5,500 Lin. Ft.	2.00	11,000.00
			$1,581,420.00

Revised Estimate

Temporary Signs	1,202 Sq. Ft.	5.00	$ 6,010.00
Flagman	8,345 Hrs.	10.00	83,450.00
Trench Excavation	6,895 Cu. Yd.	8.00	55,160.00
Watering	5,184 M-Gal.	6.00	31,107.00
Bitumi[illegible]us Base Mixture	34,262 Ton	10.00	342,620.00

2

Asph. in Bituminous Base Mix	1,700	Ton	100.00	170,000.00
1"-0 Aggregate Base	55,000	Ton	8.00	440,000.00
Class "B" Asph. Conc. Mixture	31,000	Ton	12.00	372,000.00
Asphalt in Tack Coat	81	Ton	150.00	12,150.00
24 inch Culvert Pipe	1,372	Lin. Ft.	15.00	20,580.00
24 inch Irrigation Pipe	92	Lin. Ft.	26.00	2,392.00
8 inch Drain Pipe	9,878	Lin. Ft.	5.00	49,390.00
Fiber Filter	20,950	Sq. Ft.	1.50	31,425.00
Gravel in Drains	2,720	Cu. Yd.	20.00	54,400.00
Guard Rail Type 2A	12,097	Lin. Ft.	9.00	108,873.00
Drainage Curbs	6,042	Lin. Ft.	2.00	12,084.00
Concrete Inlets Type "D"	2	Each	1,000.00	2,000.00
Loose Riprap Class 700	300	Cu. Yd.	25.00	7,500.00
Delineators	320	Each	17.00	5,440.00
Roadside Seeding & Mulching	11.26	Acre	700.00	7,882.00
Roadside Seed & Straw Mulch/Binder	21	Acre	875.00	18,375.00
Pitrun Rock Backfill (P.A. #1)	1700	Cu. Yd.	6.50	11,050.00
Pitrun Rock Backfill (P.A. #3)	9103.5	Cu. Yd.	5.75	52,345.13
MC-250 Asphalt in Seal Coat (P.A. #6)			All Required	7,584.36
Haul 1"-0 Aggregate (P.A.#8)	34,807.5	Ton Mile	0.193	6,717.85
Furnish Front End Loaders (P.A.#8)			All Required	2,303.09
Adjust Private Water & Irrig. Facility (EWO #1)			All Required	19,039.05
Correct Drainage & Rd. Approaches (EWO #6)			All Required	7,500.00
				$1,939,377.48
			Increase	$ 357,957.48
			SUBTOTAL	4,348,667.15
			Engineering	501,332.85
				$4,850,000.00

Length of Project---------- 3.218 miles
Cost of Roadway per mile--- $1,507,147.30

Retain in Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 50,000.00
Concrete Ditch Lining	All Required	35,000.00

Federal Funds (85.77)----------	$4,159,845.00
State Funds----------	690,155.00
TOTAL	$4,850,000.00

Group 1-100%
Contract No. 8804
Prefix 14-1085

8801

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-41		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
MODIFICATION NUMBER 1	1-9-80	Project Number F F-24(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~4,146,410.00~~	$ ~~4,451,420.00~~
Federal funds	$ 3,556,375.00	$ 3,817,983.00
Other revisions		

This modification is made for the following reasons:

To include approved State Force Orders

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of January, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

~~XXX~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen File

Oregon State Highway Division
Salem, Oregon December 28, 1979

Federal Aid Project
No.F-24(14)

Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway in Hood River County

Revised Project Agreement

Type Code 6203
Roadway (Sta. 581+00 thru Eq. 727+00.14 BK=727+10.41 and to Sta.751+00)
Subtotal of previous estimate of Sept. 21, 1978 $ 3,685,699.00

Approved Additional Items			
S. F. O. #5 Ch2M Hill Engineering Services	All Required	$	14,909.00
Supplement #1 to S. F. O.#5	All Required		16,584.00
Task Order #2 (Supplement to S.F.O.#5)	All REquired		39,061.00
S. F. O.#6-Reimbursement for Ductile Iron Pipe	All Required		18,038.67
Supplement #1 to S.F.O.#6	All Required		41,000.00
Supplement #2 to S.F.O.#6 (Contract)	All Required		153,073.00
S. F. O. #7 Emergency Relocation Work	All Required		22,345.00
		$	305,010.67
increase		$	305,010.67
subtotal			3,990,709.67
Engineering			460,710.33
Total		$	4,451,420.00

Length of Project- - - - -3.218
Cost of Roadway Per Mile $ 1,383,288.07

Retain in Program Status			
(Not included in amounts below)			
Slide Correction	All Required	$	50,000.00
Paul Henne TV Co.	All Required		1,000.00
Concrete Ditch Lining	All Required		35,000.00
Adjust Privately Owned Water & Irrigation Facilities	All Required		5,000.00

Federal Funds (85.77%)- - - - -$ 3,817,983.00
State Funds - - - - - - - - - - - 633,438.00
Total $ 4,451,420.00

Group 1 - 100%
Contract - 8804
Prefix- 14-1085

8804

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-260	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 9-27-78	State Oregon County Hood River Project No. F-24(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 35, 2.8 mi. N. Mt. Hood. P.O., N. 3.32 mile

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	3.218
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,146,410.00	$ 3,556,375.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 27 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 21, 1978

Federal-Aid Project
No. F-24(14)

LONG PRAIRIE RD.-WILLOW FLAT RD. SECTION
MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 581+00 thru Eq. 727+00.14 Bk = 727+10.41 Ah. to Sta. 751+00)

Mobilization	All Required			$ 251,000.00
Temporary Protection and Direction of Traffic	All Required			25,000.00
Temporary Signs	655	Sq.Ft.	$ 5.00	3,275.00
Temporary Barricades	24	Each	85.00	2,040.00
Temporary Plastic Safety Markers	100	Each	65.00	6,500.00
Temporary Delineators	150	Each	20.00	3,000.00
Flagmen	7,200	Hour	10.00	72,000.00
Clearing and Grubbing	All Required			125,000.00
Removal of Structures and Obstructions	All Required			15,000.00
Ditch Excavation	1,075	Cu.Yd.	6.00	6,450.00
Embankment Foundation Excavation	19,900	Cu.Yd.	2.50	49,750.00
General Excavation	586,650	Cu.Yd.	1.60	938,640.00
Additional Rolling	40	Hour	70.00	2,800.00
Overhaul	51,220	C-Yd.Sta.	0.40	20,488.00
Trench Excavation	5,380	Cu.Yd.	8.00	43,040.00
Finishing Roadbed and Slopes	All Required			10,000.00
Watering	4,300	M-Gal.	6.00	25,800.00
Bituminous Base Mixture	30,500	Ton	10.00	305,000.00
Asphalt in Bituminous Base Mixture	1,680	Ton	100.00	168,000.00
1" - 0 Aggregate Base	46,500	Ton	8.00	372,000.00
Class "B" Asphalt Concrete Mixture	29,000	Ton	12.00	348,000.00
Asphalt Cement in Mixture	1,890	Ton	100.00	189,000.00
Asphalt in Tack Coat	30	Ton	150.00	4,500.00
Concrete in Box Culverts	385	Cu.Yd.	375.00	144,375.00
Reinforcement in Box Culverts	54,000	Lb.	0.35	18,900.00
6-inch Culvert Pipe	110	Lin.Ft.	7.00	770.00
12-inch Culvert Pipe	3,770	Lin.Ft.	10.00	37,700.00
15-inch Culvert Pipe	270	Lin.Ft.	12.00	3,240.00
18-inch Culvert Pipe	3,730	Lin.Ft.	14.00	52,220.00
24-inch Culvert Pipe	995	Lin.Ft.	15.00	14,925.00
36-inch Culvert Pipe	300	Lin.Ft.	27.00	8,100.00
12-inch Irrigation Pipe	250	Lin.Ft.	12.00	3,000.00
24-inch Irrigation Pipe	25	Lin.Ft.	26.00	650.00
8-inch Sewer Pipe	730	Lin.Ft.	14.00	10,220.00
12-inch Sewer Pipe	490	Lin.Ft.	14.00	6,860.00
Extra for Pipe Under Pavement	480	Lin.Ft.	20.00	9,600.00
Energy Dissipators	2	Each	1,200.00	2,400.00

Concrete Inlets, Type G-1	3 Each	$ 700.00	$ 2,100.00
Concrete Inlets, Type G-2	17 Each	900.00	15,300.00
Concrete Inlets, Type G-2M	5 Each	900.00	4,500.00
Concrete Inlets, Type M-E	1 Each	1,000.00	1,000.00
Concrete Inlets, Type D	1 Each	1,000.00	1,000.00
Extra for Recessed Inlets	14 Each	50.00	700.00
6-inch Drain Pipe	900 Lin.Ft.	4.00	3,600.00
8-inch Drain Pipe	9,000 Lin.Ft.	5.00	45,000.00
Fiber Filter	10,100 Sq.Yd.	1.50	15,150.00
Gravel in Drains	1,440 Cu.Yd.	20.00	28,800.00
Guard Rail, Type 1	850 Lin.Ft.	7.00	5,950.00
Guard Rail, Type 2A	11,500 Lin.Ft.	9.00	103,500.00
Guard Rail Anchors, Type 1	50 Each	250.00	12,500.00
Guard Rail Anchors, Type 2	5 Each	300.00	1,500.00
Rail End Pieces, Type C	45 Each	100.00	4,500.00
Type 1 Fence	350 Lin.Ft.	3.00	1,050.00
Type 2 Fence	625 Lin.Ft.	3.00	1,875.00
16' Single Gates	1 Each	400.00	400.00
Extra for Asphalt Approaches	55 Each	150.00	8,250.00
Extra for Asphalt Curb Outlets	5 Each	50.00	250.00
Paved Culvert End Slopes	810 Sq.Ft.	6.00	4,860.00
Drainage Curbs	5,500 Lin.Ft.	2.00	11,000.00
Loose Riprap, Class 50	50 Cu.Yd.	15.00	750.00
Loose Riprap, Class 100	75 Cu.Yd.	20.00	1,500.00
Loose Riprap, Class 700	175 Cu.Yd.	25.00	4,375.00
Delineators	165 Each	17.00	2,805.00
Roadside Seeding and Mulching	3 Acre	700.00	2,100.00
Roadside Seeding and Straw Mulch Punched In	18 Acre	875.00	15,750.00
Roadside Seeding and Straw Mulch with Mulch Binder	12 Acre	875.00	10,500.00

SIGNING

Removal of Existing Sign Installations	All Required		1,000.00
Wood Sign Posts	All Required		3,000.00
Type "C" and "D" Signs in Place	141 Sq.Ft.	6.00	846.00
Type "U" and "V" Signs in Place	117 Sq.Ft.	8.00	936.00
Type "EE" Signs in Place	63 Sq.Ft.	7.00	441.00
			$3,616,031.00

Additional Items

United Telephone Co.	All Required	$ 2,620.00
Hood River Electric Co-op	All Required	2,348.00
East Fork Irrigation Dist.	All Required	20,800.00
Permanent Pavement Striping (SFO)	All Required	2,500.00

Temporary Pavement Striping (SFO)	All Required	$ 4,000.00
Remove Pavement Striping (Existing & Temporary)	All Required	1,000.00
Temporary Erosion Control	All Required	30,000.00
On-the-Job Trainees (8 @ $800)	All Required	6,400.00
		$ 69,668.00
	Subtotal	$3,685,699.00
	Engineering	460,711.00
	Total	$4,146,410.00
Length of Project - - - - - - - - - -	3.218 Miles	
Cost of Roadway Per Mile - - - - - - -	$1,288,505.28	

Retained in Program Status
(Not included in totals below.)

Slide Correction	All Required	$ 50,000.00
Crystal Springs Water Dist.	All Required	100,000.00
Paul Henne TV Co.	All Required	1,000.00
Concrete Ditch Lining	All Required	35,000.00
Install 2-inchd Telephone Conduit	All Required	1,100.00
Adjust Privately Owned Water & Irrigation Facilities	All Required	5,000.00

Federal Fund (85.77%) - - - - - - - -	$3,556,375.00
State Funds - - - - - - - - - - - - - -	590,035.00
Total	$4,146,410.00

Group 1 - 100%
Contract No. 8804
Prefix: 14-1085

LONG PRAIRIE RD.-WILLOW FLAT RD. SECTION
Nonparticipating - Work by State

State Responsibility for Damages	All Required		$ 5,000.00
Setting Mailbox Posts	30 Each	$ 40.00	1,200.00
Furnishing Mailbox Posts	All Required		400.00

8804

December 2, 1981

The Aetna Casualty & Surety Co.
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

CON 5
#8804

Gentlemen:

Contract No. 8804 awarded to Peter Kiewit Sons' Co. for work on the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway in Hood River County was completed on June 11, 1981 and accepted by the State Highway Division on November 30, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 7, 1981.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

AGR

Jack Cartwright
Utility Unit

August 13, 1981

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 1555

As requested, attached are two copies of an agreement with the East Fork Irrigation District covering reconstruction and maintenance of their facilities that were relocated to accommodate construction of the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway in Hood River County.

It is my understanding that you will transmit a copy to the District for their files. We have retained a fully executed copy for the Transportation Commission's files.

flm
Att.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50809	Hiatt, Diana Lynn	$ 26,000.00
51370	Ackerley Communications, Inc.	7,975.00
	2 Transactions	$ 33,975.00

(2) Agreement with East Fork Irrigation District covering the reconstruction and maintenance of the District's facilities that were relocated to accommodate construction of the Long Prairie Road-Willow Flat Road Project on the Mt. Hood Highway in Hood River County. (Utility Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 10 day of Aug., 1981

Anthony Yturri

Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED

STATE HIGHWAY ENGINEER

Date 8/7/81

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. J. B. Boyd
Right of Way Manager

DATE: July 31, 1981

FROM: Jack M. Cartwright
Utility Engineer

SUBJECT: Construction/Maintenance Agreement
Irrigation Facility Relocation
East Fork Irrigation District
Long Prairie Road-Willow Flat Road Section
Mt. Hood Hwy.
Hood River County

Here are three copies of an Agreement between the Oregon Transportation Commission and East Fork Irrigation District which covers the reconstruction and maintenance of the District's facilities that were relocated to accommodate construction of the subject project.

The State has, as part of its highway construction project, (1) removed one junction box, (2) installed one junction box, (3) removed and extended irrigation pipe, (4) constructed four box culverts, (5) constructed one channel change, and (6) installed six culvert pipes; all of which was required to relocate the District's irrigation facilities.

The State will perform structural maintenance of the relocated facilities within the highway right of way. The District will perform operational maintenance on all relocated facilities and structural maintenance on relocated facilities outside State highway right of way.

The District's facilities requiring relocation were constructed prior to the construction of the subject section of highway, therefore, the cost of relocation or reconstruction was reimbursable and accomplished at no cost to the District.

The Agreement is being submitted for your approval and forwarding to the State Highway Engineer for his approval. Please have two copies of the Agreement returned to this office for forwarding to East Fork Irrigation District.

JMC/vlw
Attach.

cc: R. O. Havig

APPROVED
Date 8/3/81
Manager
Right of Way Section
Dept. of Transportation

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 31 1981
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

8804

CON 5

DATE: August 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Highway
Contract No. 8804

The final contract quantities for this federal-aid grading and paving project have recently been determined and the need for an increase of $291,800 in project authorization is apparent.

The major cause for the overrun was an additional $194,472 to reimburse Crystal Springs Water District for costs incurred in relocating their facilities. Several contract items overran with the largest being a $62,180 overrun of 1"-0 Aggregate Base. The project engineering will also overrun by an estimated $68,596.

It is recommended that the authorization for this project be increased by $291,800 or 6.6 percent, to a new total of $4,671,009.88. This matter will be on the consent calendar for your August 18 meeting.

WR:mk

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
D. D. Allen
George Bell

8804

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8804

TO: H. S. Coulter
State Highway Engineer

DATE: August 6, 1981

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Highway
Contract No. 8804

NOTED
H.S.COULTER

The final contract quantities for this federal-aid grading and paving project have recently been determined and the need for an increase of $291,800 in project authorization is apparent.

The major cause for the overrun was an additional $194,472 to reimburse Crystal Springs Water District for costs incurred in relocating their facilities. Several contract items overran with the largest being a $62,180 overrun of 1"-0 Aggregate Base. The project engineering will also overrun by an estimated $68,590.

The increase in project cost is eligible for federal participation and PCRB approval is not required.

A rough draft letter to the Transportation Commission is attached, as is a copy of the Expected Overrun in Project Authorization form.

WR:fr

Att.

cc: Dale Allen
Reid Meritt
Robert Church

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO
FOR

8804

FILE: CON 5.8-04

FORM 81-736-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Long Prairie Road-Willow Flat Road Section		WEEK ENDING: June 20, 1981
		SECTION PREFIX: 14-1085
HIGHWAY: Mt. Hood #35		COUNTY: Hood River
NAME OF JOB: Long Prairie Road-Willow Flat Road	KIND OF WORK: Grading, paving, signing	
CONTRACTOR: Peter Kiewit Sons' Company	CONTRACT NUMBER: 8804	FEDERAL AID PROJECT NUMBER: F-24(14)
DATE OF CONTRACT: August 28, 1980	DATE WORK STARTED: September 18, 1978	ESTIMATED COMPLETION DATE: June 6, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: M -0- SUPERVISION -0-	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 525	CALENDAR DAYS USED 453
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 86%
PROJECT AUTHORIZATION: $ 4,379,209.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING $ 4,067,799.40	ENGINEERING AUTHORIZATION $ 311,410.48	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 4,520,000.00	ENGINEERING COST TO DATE $ 380,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.11%	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: June 6, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
		100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.32	3.32			3.32
MILES PARTIALLY COMPLETED	3.32	3.32			3.32
MILES COMPLETED	3.32	3.32			3.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	586,650 CY	46,500 TONS			59,500 TONS
TOTAL QUANTITIES CORRECTED TO DATE	570,505 CY	54,272 TONS			65,744 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	570,505 CY	54,272 TONS			65,744 TONS
AVERAGE DAILY QUANTITIES	-0-	-0-			-0-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-0-	-0-			-0-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	641A	642A	643A	644A				
PERCENT	100%	100%	100%	100%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cloudy, Windy	0		Calendar workday count stopped on June 6, 1980
MONDAY 15	Fair	0		
TUESDAY 16	Cloudy, Windy	0		
WEDNESDAY 17	" "	0		
THURSDAY 18	" "	0		
FRIDAY 19	" "	0		
SATURDAY 20	" "	0		

ASHE K
CAE A
FOE
QCE
SCS
EEO

RECEIVED
JUN 22 1981
CONSTRUCTION BRANCH

OM
CA
IE
TC
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	No Activity
TUESDAY 16	No Activity
WEDNESDAY 17	No Activity
THURSDAY 18	No Activity
FRIDAY 19	No Activity
SATURDAY 20	No Activity

REMARKS

This week: No activity by contractor. Project completed on June 6, 1980.
3rd notification submitted on June 13, 1981. Price Agreements for A.C. penalty and purchase of surplus pipe submitted to Region with S.F.O. for transfer of pipe submittal of semi-final planned for Monday, June 22, 1981

SIGNED Walter Bartl For W. Reid Meritt LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-7216

#8804 3-16-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-24(14)
2. STATE PROJECT NO.: See below
3. FROM: Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80332
2A. COUNTY NAME: Hood River
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/16/81
8. FEDERAL ROUTE NUMBER: Primary 24
9. STATE ROUTE NUMBER: Primary 26
10. GENERAL LOCATION: Long Prairie Road - Willow Flat Road Section
11. GENERAL DESCRIPTION OF WORK: Utility adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY,
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility adjustment

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
Mooring
FOR

13. REMARKS

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3-20

As requested by Mr. Swan's letter of 3/6/81 and based on the documentation furnished I concur in the award of contract for Crystal Springs Water District to Glen Adams Excavating at a total cost of $173,136.95 Federal Funds $148,500.

(Increase TEC $20,063.95 Federal Funds $17,210)

Procedures should be adopted to assure a timely request for contract award.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/16/81	G. K. Hassmer	Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8204

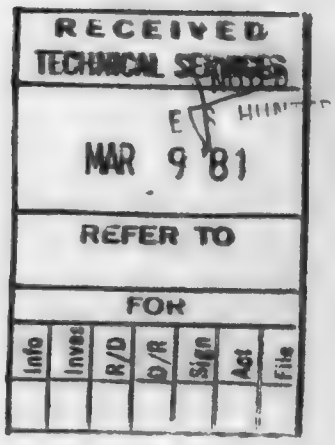
L.

ROW 18-4

March 6, 1981

TO: Earnest J. Valsch
Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer



SUBJECT: Contract Low Bid Cost
Water Facilities Relocation
Crystal Springs Water District
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Reference is made to my letter of January 29, 1979 which submitted copies of plans, specifications and an estimate in the amount of $153,073 for the water facilities relocation work to be contracted by Crystal Springs Water District. Your Letter of Approval and/or Authorization, FR-1240, dated January 29, 1978 approved the contract method and the estimated cost.

The contract work was awarded to Glen Adams Excavating for a low bid of $173,136.95. The State's concurrence in the award to the low bidder was made by Jack M. Cartwright's letter to the District dated March 6, 1979. You were sent a carbon copy of Mr. Cartwright's letter to the District dated March 6, 1979 with a tabulation of bids. A copy is attached for your reference.

The State did not, at the time the contract was awarded, request Federal Highway Administration approval of the difference in cost, $20,063.95, between the estimated cost of $153,073 and the low bid of $173,136.95.

Your approval of the contract low bid cost of $173,136.95 for the relocation of Crystal Springs Water District's water facilities, under the provisions of FPM 30-4, is requested.

JMC/vlw
Attach.
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig
Rich Evans

8804

STATE COPY

U. S. GOVERNMENT PRINTING OFFICE: [illegible]

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

7-15-8.

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Hood River	Oregon

IN COMPANY WITH: W. Reid Meritt, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-15-80	David B. Carter, Area Engineer	F-24(14)

Original Signed D. B. Carter Area Engr.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	$\frac{453}{525} = 86\%$	100 %

LONG PRAIRIE ROAD-WILLOW FLAT ROAD SECTION
MT. HOOD HIGHWAY
Grading, Paving & Signing

The project is complete. The slopes are holding well and the establishment of vegetation has been successful.

All signing and striping have been completed.

At the time of this inspection there was no evidence of pavement failure due to wet conditions which existed and construction procedures which were used during some of the earlier paving operations. The pavement has now been through one winter season.

It is recommended that the project be accepted subject to participation limitations contained in our memorandum to State Highway Engineer Coulter dated December 6, 1979. The participation limitations are the result of certain construction operations associated with the paving on the project.

Resident Engineer Meritt indicated that the Contractor has submitted a large claim involving the grading and paving items of work.

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STATE HWY ENGR
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

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FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

26

Robert C. Pool
Region Construction Engineer

May 29, 1980

FROM: J. H. Versteeg
Road Design Engineer

RE: Long Prairie Road-Willow Flat Road
Peter Kiewit Claim, Category 3
Contract No. 8804

As requested in your May 12 letter, we have reviewed the subject portion of Peter Kiewit's claim and do not agree that paragraph 222.31(f) relieves the contractor of responsibility for the roadbed subgrade. Section 222 - Finishing Roadbed Slopes, applies only to the top 18 inches of material and the finishing of the roadbed and slopes.

Article 105.16 - Maintenance of Work During Construction, states: "...In the case of a contract for the placing of a course upon a course or subgrade previously constructed, the contractor shall maintain the previous course or subgrade during all construction operations..."

Article 107.25 - Contractor's Responsibility for Work, states: "..Until final acceptance of the work under the contract, the contractor shall have charge and care thereof and shall take every precaution against loss, injury or damage to any part thereof by the elements, by traffic or from any other cause....The contractor shall rebuild, repair, restore and make good all losses, injuries and damages to any portion of the work occasioned by any of the above causes before final acceptance and shall bear the expense thereof...."

We understand that the damage resulted from the contractor working on the roadbed, after wet weather, prior to the subgrade drying out. If the contractor had remained off or been held off the subgrade, we do not feel there would have been any problem.

We do not see anything in the contract that would entitle the contractor to additional compensation.

DOC:ja

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

HOME OFFICE - OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON 98663

Wn. Contr. Reg. #223-01-KI-EW-IP-S-375

April 22, 1980

Oregon State Highway Division
Department of Transportation
3313 N. E. Frontage Road
The Dalles, Oregon 97058

Attention: Mr. W. Reid Meritt
Resident Engineer

Re: Long Prairie Rd-Willow Flat Rd
OSHD Contract No. 8804
Hood River Job #5873
Subject: Claim
Serial Letter V-36

Gentlemen:

Reference is made to our Serial Letter V-30 and attachments thereto, which outlined the elements of the claim presented by Serial Letter V-30. Reference is also made to our meeting with the Regional Engineer on February 29, 1980 to discuss the elements of this claim.

As a result of our meeting, it was agreed that additional information concerning this claim would be presented by letter for further review. It is the intent of this letter and the attachments thereto to provide this information.

With regard to the attached information, we have divided our claim into four categories. The first deals with those costs associated with the leaking irrigation ditch; the second category addresses those costs associated with foundation conditions and actions taken below subgrade; the third category addresses those costs incurred after subgrade was completed; and the fourth category is a miscellaneous category addressing costs yet to be incurred.

Each section of the cost breakdown has identified those specifications upon which the claimed costs are based and includes the basic calculations used to arrive at the claimed cost. In addition, we have provided a brief narrative to illustrate our position, tying the specification requirements to the claimed costs.

PETER KIEWIT SONS' CO.

It is our understanding that the problems associated with irrigation and the costs incurred below subgrade will be reviewed by the Resident Engineer and the Regional Construction Engineer, while the costs incurred in categories 3 and 4 will be reviewed by the Regional Engineer. It is also our understanding that another meeting in the Regional Engineer's office will take place soon after these separate reviews have been made.

We are available in the meantime to answer any questions you or your people may have with regard to this information.

Please advise us when the next meeting should take place.

Yours very truly,

PETER KIEWIT SONS' CO.

Leonard W. Kearney
Area Manager

LWK/hms
Attach.

cc: Res. Eng. (3)
Job
File

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CLAIM ATTACHMENT TO SERIAL LETTER V-36

CATEGORY 1. IRRIGATION CANAL LEAKAGE

The Special Provisions for the Hood River contract, Section 104.04, "Scope of Work", set aside money in extra work items to line the existing irrigation canal with concrete at various locations throughout the project. This lining was anticipated prior to award of the project and was to be used to prevent excess leakage. Other portions of the Special Provisions make reference to the canal, in that the contractor is advised to perform special work in relation to the canal and to protect the canal from any damage as a result of this work.

Mr. Ron Reinhart, the supervisor of the East Fork Irrigation District, has responsibility for the portion of the irrigation canal paralleling and running through this project. Mr. Reinhart has advised us of conversations with the Resident Engineer, Mr. Reid Meritt, which confirm that the State had set aside monies to repair the canal, concrete line it where necessary, and to make corrective actions if the canal interfered with the project. Mr. Reinhart has also advised us that as a result of their monitoring of the canal during construction, they have verified that some 220 to 290 thousand gallons per day leaked out of the canal within the limits of our project. Mr. Reinhart believes that this figure is significantly higher than it was prior to construction, as evidenced by the visible leakage within excavation areas on the project.

In summary, the specifications recognized the possibility of leakage being encountered during construction of the project from the irrigation district's canal. The specifications advised the contractor that if excess leakage did occur, corrective action was to be taken and monies had been set aside to take this corrective action. The State chose not to take corrective action, nor to recognize that excess leakage did, in fact, occur, thus forcing significant additional costs on the contractor. The following narrative describes these additional costs in more detail:

COSTS ASSOCIATED WITH IRRIGATION CANAL LEAKAGE

1. The principal additional cost associated with irrigation canal leakage resulted in loss of production from all the equipment working within the three excavation areas, obviously affected by the irrigation canal. These three cuts were located between Stations 650 and 680, and approximately 160,000 cubic yards of material was excavated during the 1979 work season. Canal leakage in these cuts was obvious and all three experienced flowing water from the excavated slope. In contrast, no running water was encountered in either the 700 cut or the 690 cut, even though these cuts contain similar materials. A review of our cost records substantiates the production losses in the 650 to 680 area as compared to productions obtained in the same cuts during the 1978 season and in other cuts on the project.

2. In addition to suffering production losses as described above, more equipment was required in these excavation areas to perform the work. Soft ground conditions, stuck equipment, lateral move-

ment of excavation to get it out to a point where it could be handled with the scraper spread all required additional Cats, and this additional equipment requirement is an element of the extra costs associated with irrigation canal leakage.

During the 1978 construction season, scrapers on this project moved approximately 174,000 cubic yards of material, of which 154,000 yards was in the Station 650 to 690 cut areas. This excavation was moved at a production rate of 64 cubic yards per manhour - load, dump and haul. This production would, in all probability, have been higher had we not been taking the top of the cut to the bottom of the large fills on the project, thereby making our cycle times longer. We were also operating in smaller cut and fill areas, which limited our production compared to operating in larger areas.

In 1979, scrapers on the project moved approximately 294,000 cubic yards, of which 160,000 cubic yards was moved in the Station 650 to 680 cuts. Another 80,000 cubic yards moved south and is addressed in CATEGORY 2 costs, and the remaining 54,000 was removed from the 690 and 700 cuts.

The 160,000 cubic yards moved in 1979 contained materials severely impacted by the leaking irrigation canal, as well as some materials on the outside of the cut that were representative of 1978 material. Both of these types of materials were moved at a reduced production because of the necessity of mixing the two together as the cut was taken to grade. The average production obtained in 1979 of 44 cubic yards per manhour reflects operations in both materials and if we analyzed just that material affected by the leaking irrigation ditch, the production in that particular material would be substantially lower. For the purpose of this analysis, we believe it is reasonable to compare the average production of 44 cubic yards per manhour with our 1978 productions of 64 cubic yards per manhour to indicate the effect the wet material had on our 1979 operations.

The reduced production in 1979 is the result of many conditions encountered, such as additional Cat time in the cuts to help scrapers into the cut and off the fill, and to bring the wettest of the material out to the dry ground where the scrapers could load through it. In some areas, the material was so saturated that only a Cat could handle it. The wet material increased our cycle time due to increased rolling resistance on our haul roads and required the use of additional blade power to try to maintain some semblence of a haul road. Tire wear, fuel consumption and stress wear on the equipment is difficult to identify but did exist under these conditions as a result of excess water in the cuts. The entire spread was also affected by the necessity of repeated moves from one cut to another in order to allow drying time on the fills between lifts. All of these factors are, to some degree, represented and reflected in the 1979 production rate.

To analyze the effect on cost, we have identified the average scraper spread used on the project during the 1979 season and have calculated how long that spread would have worked had we operated in conditions similar to those encountered in 1978 before running into the excess water problem. This analysis showed that this entire spread had to operate an additional eleven shifts in order to accomplish the 160,000 cubic yards of excavation in these cuts.

Total Cost for Items 1 and 2 . . . . . $195,921.00
(See cost breakdown)

3. The next element of cost are those costs associated with work to control excess water within the cut, such as excavating trenches in the slope with backhoes and later refinishing these slope areas. These costs were in addition to those described above and are separated as a separate element of cost.

In order to minimize the effect of flowing water in the excavation area, several ditches were excavated into the slope to provide drainage away from the cut. This work was performed with a Case 880 backhoe and a G1000 Gradall. We attach copies of invoices for 30 hours with the Gradall and 20 hours with the backhoe.

Total Cost for Item 3 . . . . . $ 3,160.00
(See cost breakdown)

4. We acknowledge that some aeration was required on this project and was performed in cuts other than the three cuts affected by irrigation canal leakage. The amount of aeration, however, required in the three 650 to 680 cuts was significantly more than would have been required had there been no canal leakage or had the canal leakage been controlled by additional work. This additional aeration, therefore, is an element of cost associated with this item.

According to project records, approximately $60,000 was spent on the entire project for aeration. Of this amount, we estimate that $45,000 worth of aeration occurred in the three cuts between Stations 650 and 680. We also recognize that we did experience some aeration requirements in the 690 cut, which is material similar in nature to the 650 to 680 material, and it would be reasonable to assume that some aeration would have been required regardless of the presence of the irrigation canal and the excessive leakage that resulted therefrom. We are, by this reasoning, claiming 50% of the $45,000 expended on aeration in these cuts.

Total Cost for Item 4 . . . . . $ 22,500.00

5. Following the major excavation work through the Station 650 to 680 area, the excavation slopes were so saturated and leaking that normal equipment could not be used to dress the slopes. A Gradall was utilized to perform the final dressing and this additional cost is a direct result of the leaking irrigation ditches.

Approximately 83 hours of Gradall work was needed to dress slopes and excavate (at the toe of the cut) materials that could not be handled with normal construction equipment. This work was done in areas of flowing water.

Total Cost for Item 5 . . . . . $ 6,000
(See cost breakdown)

6. Visible flowing water from the three cuts between Stations 650 and 680 followed the progress of excavation as the cuts were completed. After a period of time,

the water appeared to disappear behind the cut slope, and after a considerable period of time, the flow disappeared entirely from the cut face. In addition, it was observed that the perforated pipe at the toe of this slope received its primary flow from the water coming off the slope when they were first installed but later accepted less water as the flow net moved back into the slope. Following subgrade finishing and rock laydown, and during the later correction of soft spots, it became obvious that soft subgrade problems within these cuts were a partial result of the same irrigation canal leakage, in that subgrade materials were saturated and, in some cases, a water table was observed. An element of cost associated with irrigation canal leakage therefore is associated with subgrade problems within the three cuts and the resulting delays to rock laydown and asphalt paving operations associated with these subgrade problems.

As presented in CATEGORY 3, approximately 30% of the subgrade on this project required reworking as a result of severe subgrade failures. The portion of subgrade contained in the 650 to 680 cuts represents 10% of this 30% total. On this basis, since all CATEGORY 3 costs pertain to the failed 30% of total subgrade, we assign 10% of the CATEGORY 3 costs to the problem of the excess leakage from the irrigation ditch.

Total Cost for Item 6 . . . . . $ 32,974
(See cost breakdown)

COST BREAKDOWN FOR CATEGORY 1

CATEGORY 1, ITEMS 1 and 2.

Average scraper fleet used on the project - cost/hour.

DESCRIPTION	COST/HOUR	
1 Pickup and 2 Foremen	$ 7.01	$43.82
1 Double D9 w/Operator	247.02	20.93
1 D8 w/Roller, w/Operator	100.00	19.99
6 637 Scrapers and 6 Operators	964.80	121.02
1 D8 w/Slopeboard and Operator	100.00	19.99
1 #14 Motor Grader and Operator	45.55	20.17
	$1,464.60	$249.95
Overhead and Profit	x 1.15	x 1.20
	$1,684.00	$295.00
Total Cost Per Hour	$ 1,979	

1978 Production: 12 man crew x 64 CY/MH x 9 Hr/Shift = 6,912 CY/Shift
1979 Production: 12 man crew x 44 CY/MH x 9 Hr/Shift = 4,752 CY/Shift

160,000 cubic yards moved in 1979.

Number of shifts to move 160,000 CY at 1978 productions:

160,000/6912 CY/Shift = 23.1 Shifts

Number of shifts to move 160,000 CY at 1979 productions:

160,000/4752 CY/Shift = 33.5 Shifts

Net Difference: Appr. 11.0 Shifts

11 Shifts x 9 hours x $1979/Hour . . . . . $195,921.

CATEGORY 1, ITEM 3.

30 Hrs x $70/Hr	=	$2,100	Case backhoe @ $15/Hr +
20 Hrs x $53/Hr	=	1,060	Labor @ $38/Hr = $53/Hr
		$3,160	

Note: These costs can be supported by invoice.

CATEGORY 1, ITEM 5.

63 Hrs x $72/Hr = $6,000

Note: These costs can be supported by invoice.

CATEGORY 1, ITEM 6.

(Note Attachment "A" in Category 3)

10% of total cost in Category 3 ($329,738)= $32,974

CATEGORY 2. EMBANKMENT FOUNDATION AND UNSTABLE SUBGRADE

The Standard Specifications for construction of State of Oregon work address many of the conditions encountered on this project. For example, language in the Standard Specifications creates a pay item for Foundation Excavation and indicates that foundation excavation is normally used under embankments or in shallow fill areas where the native material is not suitable to support an embankment. Other sections of the specifications provide for backfilling foundation excavation areas with suitable embankment materials or select rock, or other similar products. The Standard Specifications also provide for payment for additional excavation in cut sections and for providing select embankment materials, or select rock, in subexcavated areas. The Standard Specifications also address compaction and methods of compaction for various construction materials.

The Hood River project Special Provisions addressed foundation excavation by including a bid item for foundation excavation and contained additional information regarding compaction that was to be used on this project. The contract was modified by Price Agreement to provide for 4" quarry run select embankment to be used to backfill some foundation excavation areas on the project.

There are several specific specifications warranting detailed review:

a) The Special Provisions, Section 203, and more particularly "Excavation and Embankment for Roadway", paragraph 203.39, "Embankment Construction", state that, "Materials containing less than 25% of rock fragments larger than six inch in greatest dimension, as determined by visual inspection by the engineer, shall be placed in layers not exceeding twelve inch uncompacted thickness and compacted by four passes of the pneumatic tired roller, with loadings between 18,000 and 25,000 pounds per wheel, as directed." Also contained in this section of the Special Provisions is the statement that, "If, in the opinion of the engineer, the desired compaction is not obtained by the amount of rolling hereinbefore specified, additional rolling with pneumatic tired rollers will be ordered."

b) Standard Specifications, Section 203.41, and particularly the compaction and density requirements under Subsection (a) state in part, "These provisions apply to the compaction requirements for each layer of embankments and backfills to roadbeds and cuts, to foundations for structures, and to other earthwork construction items." Also under this Standard Specification, in Section 203.41(c), the language refers to the end result expected to be obtained by applying these referenced specifications. This spec states in part, "To provide well filled, dense and firm material in place which will show no appreciable deflection or reaction under the compacting equipment involved."

c) Standard Specification 203.34 states in part, "Where unstable material is encountered below subgrade in roadbed excavations, such material shall be excavated below subgrade as directed by the engineer and the area shall be backfilled with selected material of suitable quality to provide a firm roadbed."

The above referenced specifications, in addition to other specifications concerning work on this project, assure the contractor that it is the intent of the contract to build a stable roadway capable of supporting construction equipment, and that if unstable conditions are encountered, corrective action not only will be considered but shall be taken to provide a stable roadbed.

On the Hood River job, only limited foundation excavation work was performed and that was primarily performed beneath the larger embankments on the project. Virtually no excavation was performed below subgrade within the roadway cuts and no foundation excavation was performed in shallow fills, particularly fills between Stations 611 and 622, and in the 725 to 735 area. The State of Oregon, by their decision not to remove unstable material from beneath shallow fill areas and within excavation areas on this project, did several things that increased the cost of our operations:

1. Their decision denied the contractor a firm deflection-free roadbed that the specification states will be the standard.

The result is increased costs of hauling, finishing, and other operations, and an increase in the duration of the operations required to complete work that was necessary to be done on the project.

2. The decision transferred the cost of providing a firm foundation from the State to the contractor in the form of added construction costs as opposed to excavating and backfilling with selected materials.

3. It allowed the unstable material to remain in an environment that contaminated and/or created additional problems in adjacent areas.

The following narrative describes these additional costs in more detail:

COSTS ASSOCIATED WITH FOUNDATION AND UNSTABLE SUBGRADE

1. In the Station 611 to 622 area, no foundation excavation was performed in the shallow cut and fill section. This particular area contained wet material and was subjected to almost continuous influence from ground water, including some irrigation ditch leakage. Some 80,000 cubic yards of material was hauled through this area in the 1979 construction season at a reduced production with more haul units than had been estimated, which is the principal extra cost associated with work in this area. In addition, we did incur greater maintenance costs and added fuel consumption as a result of hauling through these unstable areas.

This area involved either very shallow cuts or shallow fills and, as previously discussed, was unstable and would not support hauling equipment without severe rutting and this, in turn, resulted in lower haul speeds, increased maintenance costs, higher fuel consumption and lowered the production of the overall equipment spread handling this material. We also experienced problems as a result of embanking this material on poor foundations in the 583 to 611 fills.

The overall production obtained under these conditions was only 28 cubic yards per manhour. We recognize that this is the longest haul material on the project and that even with acceptable haul roads our production would not have been as high as it was on other areas of the project where shorter hauls were made. We estimate that under normal conditions we would operate with six scrapers at a production rate of 35 loads per hour on this 4,000 foot average haul. Using the equipment spread shown below, this production would yield 64 cubic yards per manhour rate, which coincidentally is what our 1978 scraper experience was on a shorter haul - a haul that had extreme grade differential between cut and fill,

as previously explained. On this basis, we would require an additional six shifts to perform this work and the cost calculation for this analysis is reflected below.

Total Cost for Item 1 . . . . . $106,866
(See detail below)

2. The Station 725 to 735 area is similar to the area described above. 76,000 cubic yards of material was hauled through this area in 1979. The costs include those discussed above, i.e., lost production, additional haul units, higher maintenance, and added fuel consumption, and also include the costs to over-build the embankment section in order to get a haul road across this shallow fill section since the native material would not support construction equipment.

   The Station 725 to 735 area was essentially a very shallow fill. The native materials were wet and would not support construction equipment. In order to cross this area, we placed a lift of rock embankment over it and later had to remove this same material to get back down to subgrade. With the surcharge this material provided and using lighter equipment in the finishing operation, the area eventually did support normal traffic loads, not without some subgrade problems. In addition, after we built this area up to cross it, we essentially reduced our haul road width, thereby impacting the efficiency of our hauling operations through this area. We also introduced some grade humps that caused the units to slow down when crossing the existing highway.

   We estimate that the entire loader spread was impacted by one shift to place the material through the 725 to 735 area and another shift removing it, plus an additional shift loss overall as a result of decreased haul speed through this area.

   Total Cost for Item 2 . . . . . $ 35,667
   (See detail below)

3. Instead of providing for additional excavation in cut areas on this project, the State chose to dry the material in place. Aeration work below subgrade was performed in most of the cuts on the project and this extra work was not paid for.

   A detailed review of where aeration money was expended on this project showed that some 73 hours of work with a D8 and disc was performed in the bottom of cuts on the project. This equates to a total cost expended of some $10,000 of the total $60,000 spent for project aeration. Since the specifications clearly provide for additional payment for foundations below grade in cuts, we claim this entire cost.

   Total Cost for Item 3 . . . . . $ 10,000

4. Excavation work was performed in a cut section between Stations 738 and 747. In order to complete this excavation, it was necessary to subexcavate the portion of the cut floor in the Station 742 area in order to accomplish the work. This was an area of natural drainage occurring between two humps in the excavation area and this area would not support construction equipment. No reimbursement for correcting the subgrade problems in this area has been received.

As discussed in the narrative portion of this claim, some subexcavation in cuts was performed in order to accomplish the work. This work should be paid at the contract unit price for foundation excavation, but to-date has not been. We estimate 1593 cubic yards were subexcavated and replaced in the 742 area and 2250 cubic yards in the 750 area. Since rock excavation was utilized as the backfill product on both of these areas, we are not claiming additional expense for placing the backfill.

Total Cost for Item 4 . . . . . $ 9,606
(See detail below)

5. Had the foundation excavation work in the Station 611 to 622, and Station 725 to 735 areas been performed and backfilled with selected materials, there would have been considerably less problems associated with later surfacing and paving than was actually experienced. Likewise, surfacing and paving work through cut sections would have gone much better had cuts on the project been subexcavated and backfilled with suitable material.

An element of cost associated with unstable subgrade and lack of foundation excavation is therefore associated with subgrade problems and the resultant delays to rock laydown and asphalt paving operations associated with these subgrade problems.

If we were to assume that the foundation excavation had been performed between Station 611 - 622 and 725 - 735 to a depth of four feet and backfilled with selected material, and if we were to assume that all cuts on the project had been excavated two feet and backfilled with selected quarry run rock, the cost to the State would have been $281,500.00. The fact is that these costs were not incurred by the State, but the costs detailed in this narrative were incurred by the contractor instead.

As presented in CATEGORY 3, approximately 30% of the subgrade on this project required reworking as a result of severe subgrade failures. Had corrective action been taken to the Station 611 - 622 and 725 - 735 foundation areas, and by subexcavating in the cut sections on the job other than those previously discussed in the 650 to 680 cuts, much of the cost presented in Attachment "A" would have been mitigated. We estimate that 10% of the total subgrade failures are contained in these areas and, therefore, assign 10% of the CATEGORY 3

costs to the problem of unstable foundations and lack of excavation below subgrade in cut areas on the project other than those assigned to CATEGORY 1.

Total Cost for Item 5 . . . . . $ 32,974
(See detail below)

COST BREAKDOWN FOR CATEGORY 2

CATEGORY 2, ITEM 1.

Average scraper fleet used on the project - cost/hour.

DESCRIPTION	COST/HOUR	
1 Pickup and 2 Foremen	$ 7.01	$43.82
1 Double D9 w/Operator	247.02	20.93
1 D8 w/Roller, w/Operator	100.00	19.99
6 637 Scrapers and 6 Operators	964.80	121.02
1 D8 w/Slopeboard and Operator	100.00	19.99
1 #14 Motor Grader and Operator	45.55	20.17
	$1,464.60	$249.95
Overhead and Profit	x 1.15	x 1.20
	$1,684.00	$695.00
Total Cost Per Hour	$1,979.00	

On the long haul material, if our production fleet had been balanced correctly in the existing conditions, we would have a 42 cubic yard per manhour production.

1978 Production: 12 man crew x 64 CY/MH x 9 Hr/Shift = 6,912 CY/Shift, or
35 loads/Hr x 22 CY/Ld x 9 Hr/Shift = 6,930 CY/Shift

1979 Production: 12 man crew x 42 CY/MH x 9 Hr/Shift = 4,536 CY/Shift

Number of shifts to move 80,000 CY at 1978 production or estimate
80,000/6912 CY/Shift = 11.6 Shifts

Number of shifts to move 80,000 CY at 1979 production
80,000 CY/4536 CY/Shift = 17.6 Shifts
Net Difference = 6 Shifts

6 Shifts x 9 Hours x $1979/Hour $106,866

CATEGORY 2, ITEM 2.

Average truck fleet spread - cost per hour.

DESCRIPTION	COST/HOUR	
2 Pickups and 2 Foremen	$14.10	$43.82
1 992 Loader w/Operator	209.95	20.93
4 50-Ton Trucks w/4 Teamsters	258.00	76.20

DESCRIPTION	COST/HOUR	
1 D8 w/Roller and 1 Operator	$100.00	$19.99
2 D9 Dozers and 2 Operators	291.30	30.98
1 #14 Motor Grader w/Operator	45.55	20.17
	$918.90	$221.09
Overhead and Profit	x 1.15	x 1.20
	$1,056.00	$265.00
Total Cost Per Hour	$1,321.00	

3 Shifts x 9 Hrs/Shift x $1321 . . . . . $ 35,667

CATEGORY 2, ITEM 4.

1593 CY x $2.50/CY = $3982

2250 CY x $2.50/CY = $5624

Total $9606 . . . . . $ 9,606

CATEGORY 2, ITEM 5.

(Note Attachment "A" in Category 3)

10% of total cost in Category 3 ($329,738) . . . . . $ 32,974

CATEGORY 3. COSTS INCURRED AFTER SUBGRADE WAS COMPLETED

After the roadbed was finished under the adverse conditions referred to in CATEGORIES 1 and 2 above, subgrade was, in fact, completed and accepted. Upon completion and acceptance of the subgrade, the designed four inch layer of aggregate base was placed.

203.31 Re 105.16 101.2

Section 222 of the Standard Specifications concerns finishing roadbed and slopes. Paragraph 222.31(f) states, "The finished work shall be maintained in its finished condition until final completion of the contract work, or, in the case of the roadbed subgrades, until they are covered with a subsequent course of material placed under the contract." This specification clearly relieves the contractor of responsibility for soft, unstable or failed subgrade which develops after the aggregate base course is placed.

Category 3 costs occurred as a result of several factors, including:

Pain 1.

a. Design of surfacing and paving courses.

b. Lack of treated subgrade.

c. Irrigation and other moisture sources below the subgrade.

d. Character of native soils.

e. Marginal Foundation soils.

Regardless of the specific cause, failure in the many, many locations did occur and the contractor suffered substantial extra costs as the result of these severe subgrade failures and the corrective work required to complete the project. Our review of the project records shows that over 30% of the subgrade area on this project required corrective work after the subgrade was accepted and the base course materials were in place.

Further discussion of the specific conditions encountered and the justification for cost reimbursement in this document would only repeat the information previously presented to the State by previous correspondence and meetings.

A summary of the costs presented in Serial Letter V-30 and attachments, that are now defined as "CATEGORY 3 COSTS" are as follows:

COSTS INCURRED AFTER SUBGRADE WAS COMPLETED

1. Subgrade Dig-Out Work. In early September, we agreed to excavate soft spots, at our espense, with the State to provide backfill materials, at their expense, on the basis that we had some knowledge at that time of the amount of subgrade dig-out work required. As the work progressed, substantially more dig-out work was required than had been anticipated. A review of our time cards shows that $55,167.00 was spent for subgrade dig-outs, not including the costs of backfilling these dig-outs. Upon review of this claim in more detail, we now accept all of these costs and claim none of the total amount expended.

   Total Cost for Item 1 . . . . . $ 0.00

2. In conjunction with the subgrade dig-out work, base rock and subgrade areas were laid open, aerated and refinished for a second and third time. This work includes both the refinishing of subgrade and the rehandling and laydown of base rock materials, in addition to dig-out work identified in item 1. above.

Between August 30th and September 19, 1979, no additional base rock of any consequence was placed on the project or finished on the project. However, during this time, our cost records reveal that substantial costs were spent to aerate and re-laydown areas covered with base rock that experienced subgrade failures. We have accepted all the dig-out costs in item 1. above, which included some initial aeration; however, all other costs incurred during this period on base rock are a part of this claim.

Between August 30th and September 19, 1979, there were 16 shifts available for work and during this period of time no productive work was done with the finishing and laydown spread. Rather, their entire effort was devoted to healing up failed subgrade areas for the paving operation. We estimate that a total of 14 shifts of work with the production equipment and manpower listed below was involved in this operation during this period, and that the entire cost of this corrective work results from subgrade failures that occurred after subgrade was completed and accepted and, in some cases, after initial subgrade repairs were made.

   Total Cost for Item 2 . . . . . $53,222
   (See detail below)

3. The subgrade problems severely impacted our asphalt paving work. Not only was there a delay in the work, but production was also impacted by the necessity of moving back and forth over the job to cover as quickly as possible any corrected areas so that we could minimize potential damage caused by future, adverse weather. Corrective action was only able to be completed in relatively small areas at one time and, in addition, there were areas that failed again after asphalt paving. The new failure then required additional move-back of the paving spread. The paving was done in short runs and, in most cases, inefficiently as a result of these conditions. The total cost resulting from these conditions amounts to $263,790, of which $210,568 is assigned to CATEGORY 3.

Had this project been constructed as planned, it was reasonable to assume that the bituminous base product could have been laid down at the same rate the Class "B" asphalt was laid. The bituminous base was placed in thicker lifts to a lesser tolerance, thereby making up for the shorter pulls that were required as a result of the early staging on the lower paving sections. In actual fact, the conditions described in the narrative portion above completely disrupted the productivity obtained by the asphalt crew on the bituminous base product. We paved 34,000 tons of bituminous base in 27 days as compared to paving 30,000 tons of Class "B" in 15 days. The difference of 10 shifts is entirely due to the lost production and inefficiencies resulting from subgrade failures.

From the time the asphalt plant first produced material for the project to the time the project paving was complete involved 57 working days. Of that period of time, we spent 15 working days on Class "B" paving; should have spent only 17 days on bituminous base paving; and lost 10 days, as discussed above. The additional lost time occurred during days where paving was not available because of the overall subgrade problems and we did not attempt to work. These days total 14. We must recognize, however, that some delays were inherent to the job in order to accomplish the 1979 stage paving on the bituminous base portion. We, therefore, only claim seven days of downtime as a result of the subgrade failures.

The ten days resulting from inefficient paving are charged out below at the full cost of the asphalt plant, laydown equipment, and crew, including the hauling units. The seven days lost as a result of idle time are charged out at a standby rental rate for the same equipment only.

A more detailed explanation of the actual costs incurred in these areas is shown in CATEGORY 3, ITEM 3.

Total Cost for Item 3 . . . . . $210,568
(See detail below)

COST BREAKDOWN FOR CATEGORY 3

CATEGORY 3, ITEM 2.

Average laydown and finishing fleet.

DESCRIPTION	COST/HOUR	
1 Pickup and 1 Foreman	$ 7.05	$ 21.91
2 Graders and 2 Operators	91.00	40.34
2 Rollers and 2 Operators	102.40	39.98
1 Water Truck and 1 Teamster	14.30	19.05
1 621 Scraper and 1 Operator	55.65	19.99
2 Grade Checkers		39.98
	$270.50	$181.25
Overhead and Profit	x 1.15	x 1.20
	$311.00	$217.00
Total Cost Per Hour	$528.00	

14 Shifts x 9 Hrs/Shift x $528/Hr . . . . . $ 66,528
(Refer to Attachment "A")

CATEGORY 3, ITEM 3

Asphalt Cost

ASPHALT PLANT	AMOUNT	PAVING EQUIPMENT	AMOUNT
CMI Plant	$	220 Paver	$73.05
Cold Feed		500 Paver	62.15
Surge Bin		2 Pickup Machines	42.50
Vibrating Screen		Distributor Truck	48.30
2 36" Conveyors		3 Rollers	128.25
3" Pump		Broom	10.00
Office Trailer		4 Pickups	28.10
1,000 KW Generator		1-Ton Truck	9.90
40 KW Generator		Lowboy w/Tractor, 40-Ton	25.75
Nuclear Test Gauge		10 KW Tractors w/Belly Dumps	471.50
4 Trailers		988 Loader	93.20
		920 Loader	28.20
		Mechanic & Lube Trucks	52.50
		Welder - 200 Amp	7.30
		35-Ton Crane	58.70
	$419.25		$1139.50

Equipment Cost: $419.25 + $1139.50 = $1558.75 x 1.15 = $1793/Hr
Labor Cost: 20 man crew x $21.00/HR = $420 x 1.20 = $ 504/Hr

10 Shifts of lost production x (1793 + 504) x 9 Hr/Shift $206,730

7 Shifts of Standby x (1793 x 50%) x 9 Hr/Shift 56,480
$263,210

(Refer to Attachment "A")

ATTACHMENT "A"

BREAKDOWN OF COSTS ATTRIBUTED TO CATEGORIES 1 and 2

Additional Costs Associated With Base Rock Materials	$66,528
Additional Costs Associated With Asphalt	263,210
Total Cost	$329,738

Cost applied to Category 1, Item 6	
(66528 x 10%)(263,210 x 10%)	32,974
Cost applied to Category 2, Item 5	
(66528 x 10%)(263,210 x 10%)	32,974

Net cost left to distribute to items in Category 3

Total Cost	$329,738	
Minus	32,974	
Minus	32,974	
Total Cost		263,790

Category 3, Item 2 Cost:

Total Cost	$ 66,528	
Minus	6,653	
Minus	6,653	
Total Cost		53,222

Category 3, Item 3 Cost:

Total Cost	$263,210	
Minus	26,321	
Minus	26,321	
Total Cost		210,568

CATEGORY 4. COSTS YET TO BE INCURRED

The last category of costs concerns those costs incurred after substantial completion of the project.

We estimated at the time Serial Letter V-30 was written that these costs would be approximately $60,000. To-date, that estimate appears realistic. The costs include extra work to winterize the project and to complete the work this coming season at a higher cost resulting from overall project delayed completion.

Total Cost $60,000

8804

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-24(14)
Long Prairie Road-Willow Flat Road
Repair of Wet Areas

Date: December 6, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hopkins' request of October 1, 1979 for our participation in the restoration of the subgrade and associated work at those areas where heavy August rains left portions of the upper several inches of the subgrade in a soft condition. We understand this agreement does not include repair of soft areas which are caused by pre-existing ground water conditions. In those instances established contractural procedures would apply.

Accomplishing the work this fall allowed the contractor to complete enough surfacing to allow traffic to travel on the new pavement this winter in lieu of using the combination of old road and detours through the winter and completing the project some time next summer. We agree there is a benefit to the public in completing the project this year with the benefit being primarily a road user one associated with a safer and more fuel efficient facility. Some additional costs would have been associated with not completing the project this fall. These costs would include additional construction engineering, some winterization costs, and any extraordinary work which might have been required to recondition the project after a winter of exposure. In any event, it appears from your analysis that the road user benefits alone are sufficient to justify the accelerated work schedule.

one more pitch!!

We do not agree with some of the field procedures which were initially used with this paving work (i.e., paving on a yielding base course). Those procedures allowed for destruction of the prime asphalt, contamination of the crushed aggregate base, and paving over soft areas with excavation of these areas as they then failed under use of the hauling vehicles and laydown equipment. We feel this is an unsatisfactory construction practice due to the contamination of some of the structural section should all the soft areas not be immediately identified and repaired. Therefore, FHWA will not participate in the cost of any oil prime, crushed aggregates or asphaltic concrete materials which were placed and subsequently lost in connection with paving over a yielding base. Our participation in the backfill of the subgraded areas will be limited to the materials necessary to replace the elements of the structural

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section lost as a result of the restoration work.

It is agreed the contractor shall accept the cost of his labor and equipment necessary to do the work as this recognizes the contractor's benefits in having the project completed substantially ahead of schedule.

In summary, we are very disappointed that paving work was allowed to proceed under the adverse conditions that existed. In this time of raising costs and limited revenue it is exceedingly important that projects are constructed in such a manner as to provide the designed service with minimum maintenance. The contractor's concerns should be fully considered but not to the detriment of the project.

G. L. Green

cc:
OSHD (C T Keasey)
OSHD (G N Hopkins)

8804 26

Road Design Section 378-6558

November 16, 1979

Reid Meritt
Resident Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Highway
Hood River County
Contract No. 8804

Attached are three sets of approved shop drawings for the Type "U" and "V" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Co. for sign fabrication.

Versteeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
NOV 16 1979
ROAD DESIGN SECTION

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WGB:ab
Attachments
cc: C. T. Keasey
D. D. Allen
W. G. Beard

8804

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: October 1, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: for C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Long Prairie Road-Willow Flat Road
Contract No. 8804

Your participation is requested for restoration of the unpaved subgrade and base surfacing due to an unseasonally heavy August rain storm. The selected repair work will allow the contractor to complete enough surfacing of the project to allow traffic to travel on the new pavement this winter. With favorable fall weather, the project could be completed yet this fall.

The contractor has agreed to accept the cost of his labor and equipment for excavating soft spots. The State agreed to pay for backfill and replacement materials at contract bid prices or agreed prices.

The cost of the repair is estimated at $59,000.

The items of cost are:

COSTS	
Pitrun @ $5.75/T	$ 2,334
Backfill 1"-0 @ Bid Price	5,520
Prime @ $130/T	8,190
PMBB @ $15/T (PMBB bid @ $10/T Asph. Cem. bid @ $100/T)	38,850
	$54,894
Engineering	4,000
	$58,894

The alternative proposal suggests that the contractor could prosecute the project next year within the time allowed and at a higher cost to him, the State and the user.

The major items of costs have been estimated as follows:

Possible future costs.

If progress is discontinued, winterize the project	$ 30,000
If the unsurfaced base and subgrade required reconstruction after a winter of exposure,	
Refinish the top 2 feet of subgrade	105,000
Replace aggregate base	112,000
Prime base	3,500
If the contractor's schedule indicated a reasonable expectation of completion this year with the reconstruction,	
Possible claims for delay	200,000
If the project were completed this year 9 months ahead of schedule,	
Roaduser benefits	90,000
	$540,000
Engineering	25,000
Total benefits	$565,000

C-B ratio $\frac{565,000}{59,000} = 9.6$

For these reasons, it is in the public interest to participate with the contractor to restore the subgrade and base on this project that the contractor would have the opportunity to complete the contract work this season.

Change order documents will be executed to provide for this work. With your concurrence here the appropriate change order documents will be transmitted to you for your review.

ELJ:fr:mk

Attachment: Letter, Pool to Keasey 9-27-79
Memo, Henion to Hopkins 9-14-79

cc: H. S. Coulter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

September 27, 1979

FILE: CON 5 - 8804

FROM: Robert C. Pool
Region Construction Engineer

TO: C. T. Keasey
Construction Engineer

ATTN: George Hopkins

SUBJECT: Long Prairie Road-Willow Flat Road

RECEIVED
SEP 28 1979
CONSTRUCTION BRANCH

Keasey, Jeckmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

During the week of August 20th, slightly more than one inch of rain fell on the job site. The contractor was placing PMBB and continuing finishing subgrade and placing baserock. About 25% of the baserock was in place. The baserock was fairly clean, and all the water that fell on the baserock soaked through to the subgrade. The top 6" ± of subgrade became saturated and the grade would not support the paving equipment, hence paving operations were shut down.

By September 30th, the subgrade had dried to a point where we thought paving operations could proceed. It became evident, however, that some isolated areas were wetter than the majority of the grade. Also, some areas that appeared dry enough, quickly pumped moisture and mud to the surface after trucks and other equipment made several passes.

We decided that it was to everyone's benefit to complete the job this season. If this was to be done, we would have to dig out the soft spots, aerate the subgrade, replace the base rock, and proceed with paving. The contractor would not proceed with this work on his own. We made an agreement with him to pay for backfilling the dig-out areas and a prime coat, and he would pay the cost of labor and equipment to dig out the soft spots.

Our rational - for agreeing to this was that the total cost to the State would be much less than if the job went through the winter without being paved. Our cost estimates follow:

. Cost of prime and backfilling soft spot dig-outs.

Prime 63 ton @ 130	$8,190.
Backfill soft spots 1"-0 690 @ 8	5,520.
PMBB 2590 @ 15	38,850.
Pit Run 406 @ 5.75	2,334.
Engineering	4,000
	$58,894

Long Prairie Road-Willow Flat Road
Contract 8804

George Hopkins
September 27, 1979

. Cost if we had not participated:

. Prime on base	$ 3,500
. Aerate, recompact, and finish top 2 Ft. of subgrade 21,000 @ $5.	105,000.
. Replace Agg Base 14,000 @ 8	112,000.
. Winterize job	30,000.
. Engineering	25,000.
. Claims for AC Plant, other equipment, and time loss	200,000.
	$475,000.

(Roaduser benefits not included)

RCP:pw

STATE OF OREGON

INTEROFFICE MEMO

Transportation DEPT. | 378-8271 TELEPHONE

TO: George Hopkins
Construction

DATE: September 14, 1979

FROM: Loyd Henion, Manager
Financial Planning and Economics

SUBJECT: Mt. Hood Highway, Lone Prarie Road to Willow Flat Road
Section - Estimated Savings Due to Realignment

Per your request, we have estimated the additional time and vehicle operation savings which would accrue if the subject section were completed nine months early.

The following assumptions apply:

ADT = 1,900
- Basic Vehicles = 87%
- Light Trucks = 14%
- Heavy Trucks = 11%

Total Traffic (9 mo.) = 520,600
- Basic Vehicles = 452,922
- Light Trucks = 36,442
- Heavy Trucks = 31,236

Travel Speeds -	Old Alignment	New Alignment
Basic Vehicles =	40	50
Light Trucks =	35	40
Heavy Trucks	30	35

Value of Travel Time:
- Basic Vehicles = $5.25/hr.
- Light Trucks = 8.55/hr.
- Heavy Trucks = 10.00/hr.

Vehicle Operating Costs: $19.75¢/mi.
- Basic Vehicles = 17.0¢/mi.
- Light Trucks = 33.16¢/mi.
- Heavy Trucks = 44.02¢/mi.

With these assumptions as a basis for the estimate, we found the following:

81 125.1307

	Old Alignment	New Alignment	Difference
Vehicle Miles Traveled:	1,717,980	1,587,830	130,150
Basic Vehicles	1,494,643	1,381,412	113,231
Light Trucks	120,258	111,148	9,110
Heavy Trucks	103,079	95,270	7,809
Total Travel Time (Hrs.):	44,238	33,130	11,108
Basic Vehicles	37,366	27,628	9,738
Light Trucks	3,436	2,781	655
Heavy Trucks	3,436	2,721	715
Value of Time:	259,910	196,035	63,875
Basic Vehicles	196,172	145,047	51,125
Light Trucks	29,378	23,778	5,600
Heavy Trucks	34,360	27,210	7,150
Operating Costs:	339,342	313,635	25,707
Basic Vehicles	254,089	234,840	19,249
Light Trucks	39,878	36,857	3,021
Heavy Trucks	45,375	41,938	3,437

Therefore, the savings are:

	Time	Operating	Total
Basic Vehicles	$ 51,125	$ 19,249	$ 70,374
Light Trucks	5,600	3,021	8,621
Heavy Trucks	7,150	3,437	10,587
All Vehicles	$ 63,875	$ 25,707	$ 89,582

GB:ap

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INSPECTION REPORT

9-6-79

REGION NO.	REPORT ON	DIVISION
10	Paving	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
9-6-79	David B. Carter, Area Engineer	F-24(14)
IN COMPANY WITH	B. Jackmond, Contract Administration Engineer, R. Meritt, Resident Engineer, OSHD; G. K. Hossner, Field Operations Engineer, FHWA	

REMARKS

LONG PRAIRIE ROAD-WILLOW FLAT ROAD SECTION
MT. HOOD HIGHWAY
Hood River County

This is a special inspection report concerning the paving work in progress on this project.

This project was awarded to Peter Kiewit Sons' Company on August 28, 1978 with contract time beginning on September 12, 1978. The contract time provided 525 calendar workdays to complete the work. This time would provide for completion of the project near the end of the 1980 construction season. The contractor has pursued the work so as to complete the project this year.

The structural section for the project provided for 4 inches of crushed base, 5 inches of plant mix bituminous base, and 4 inches of asphaltic concrete. The contractor placed the 4 inches of crushed base material on the prepared subgrade. However, before the first lift of the bituminous base material could be placed wet weather occurred. The moisture soaked through the base material into the subgrade to become unstable. Further rains have added additional moisture. Drying of the subgrade is very slow as apparently the crushed base material acts as a partial seal thereby greatly reducing the release of moisture from the subgrade.

Paving was in progress at the time of this inspection. A substantial portion of this work was being done on a soft or yielding foundation. Hauling vehicles were causing substantial displacements. Much of the 4 inches of crushed base material is being contaminated as a result of the pumping action caused by the paving operation. Several of the displacements were of such magnitude that they were higher than the bituminous base material being placed causing subgrade and/or crushed base material to appear at the surface of the lift. Some of the previously placed bituminous base material has already failed under the action of the hauling vehicles. Some failed areas have been excavated. It is the State's intent to have all soft and/or failed areas excavated and backfilled with suitable material. Apparently the State has agreed to reimburse the contractor for backfilling the excavated areas while the contractor bears the cost of the excavation of these areas. Other areas may fail under further traffic.

(continued)

Some minor paving work may have been required on this project under unsuitable grade conditions to provide connections to the existing road during some stage construction activities. However, I feel the bulk of the present paving is being done at the contractor's convenience. Especially since traffic is being accommodated through the project on an all-weather surface on a combination of the new and old roads.

The above reported work represents poor construction practice. The damage to the subgrade and crushed base material would not have occurred if the contractor had elected not to pave pending drying weather or take other appropriate action to properly dry the subgrade and base material before paving.

As a result of this inspection, I recommend

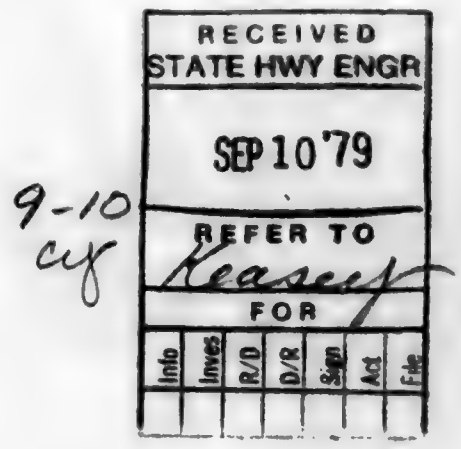
1. the contractor be advised that paving should be done on only a firm unyielding surface.

2. We do not participate in any of the current excavation and backfill work which is being done at the contractor's convenience to continue his paving operation. This does not include necessary excavations and related drainage work necessary to intercept and drain subsurface water.

3. We withhold acceptance of this project upon completion for a period of time to allow traffic to "proof" the finished product. This may require delaying acceptance of the project through at least one winter period. I feel this is necessary as it appears soft spots were paved over which for various reasons may not fail before completion of the project.

4. The contaminated crushed base will not contribute to the structural strength of the road as had been anticipated. As such, additional surfacing may be required.

cc: B. Jackmond
OSHD, Region 4 (Bend)



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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-7-79

FEDERAL AID PROJECT NO.: F-24(14)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80332

COUNTY NAME: Hood River

PROGRAM STAGE (Check): 2.

RECEIVED
STATE HWY ENGR
JUN 12'79

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-12 orig Mailed

REFER TO

FOR

Info | Invcs | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-24-79	Primary 24	Primary 26

GENERAL LOCATION:
Long Prairie Rd.-Willow Flat Rd. Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's February 26, 1979, and May 8, 1979, letters I approve Task Order #2 for Crystal Springs Water District's relocation of facilities at a TEC NTE of $39,061.

(Supplement to SFO #5)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-7-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-016

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-24(14)

ST. PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80332

COUNTY NAME: Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4-30-79

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:
Long Prairie Rd. - Willow Flat Section

GENERAL DESCRIPTION OF WORK:
See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My letter of authorization dated April 30, 1979 for Crystal Springs Water District to acquire waterline easements under this project is withdrawn. Appropriate charge has been accomplished under Right of Way Project F-24(9).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-5-79	D. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-818

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(9)

ST. PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70106

COUNTY NAME Hood River

PROGRAM STAGE (Check) 2.

RECEIVED
STATE HWY ENGR
JUN 12'79
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FOR
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TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-22-78	Primary 24	Primary 26

GENERAL LOCATION:

Long Prairie Rd. - Willow Flat Rd. Section

GENERAL DESCRIPTION OF WORK:

Program Change and Acquisition of Waterline Easements

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of March 20, 1979, May 8, 1979, and May 18, 1979, and based on information and documentation in those letters, I concur that it is in the public interest to approve a minor program change adding utility easements to the character of proposed work and to proceed with the actual acquisition of waterline easements and other required legal services for Crystal Springs Water District at a TEC of $4,444.20, effective June 22, 1978.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-5-79	G. K. G.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—731-016

#8804

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project F-24(14)
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Task Order No. 2-Engineering Service Agreement
Crystal Springs Water District/CH2M-Hill

DATE: May 22, 1979

In reply refer to: HFO.4/5-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed and approve the revised Task Order No. 2 as submitted by your letter of May 8, 1979.

As discussed with Jack Cartwright, Utilities Engineer, it is understood that the percentage shown in connection with the fixed fee is significant only to obtain the fixed fee from the estimated cost. The fee as shown in the respective estimates for preliminary engineering and construction engineering will be the fixed fee paid for these respective services regardless of the final cost of these services.

The date of January 24, 1979 is approved as the effective date of authorization.

for G. L. Green

cc:
D. E. Swan (ODOT)
J. M. Cartwright (OSHD)

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H. S. COULTER
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FORM 81.724.8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 14, 1979

FILE:

FROM: F. W. Yarbrough
Soils Engineer

TO: W. Reid Meritt
Resident Engineer
The Dalles

SUBJECT: Long Prairie Road-Willow Flat Road
Mt. Hood Highway
Hood River County
Substitute Compactor for
Rubber-tire Roller

In reply to your inquiry about possible substitution of a Cat 825B compactor in place of the 50-ton pneumatic roller on the fill compaction for the subject section, my investigation of compaction studies with various rollers leads to conclusion that, on soils which are suitable to be compacted by the compactor, compaction as good as with the rubber-tire roller will be obtained.

Suitable for the compactor means material which can be placed in 8-inch thick lifts. Materials containing rock of such size that requires thicker lifts should still be compacted with the rubber-tire roller. The compactor may look big and heavy like the 50-ton roller but it does not compact the same even though it weighs over 30 tons. The difference is in the spacing of the wheels, 50 tons on four closely-spaced tires compared to 32 tons on four widely-spaced drums. The difference in pressure at the bottom of a thick lift is considerable. And this difference is reflected in the difference in mobility of the two machines on wet soil.

If the compactor is permitted, the lift thickness of soil material permitted in paragraph two on page 20 of the earthwork specifications should be reduced by the relative weights of the rollers as follows:

$$\frac{65{,}000\#}{100{,}000\#} \times 12 \text{ inches} = \text{8-inch thick lift under the compactor.}$$

In addition, the number of passes should be increased with the compactor by the ratio of the total length of axles as follows:

$$\frac{\text{4 drums x 3.75 ft. per drum}}{\text{12' width of rubber-tire roller}} \times 4 \text{ passes} = \text{5 passes with the compactor.}$$

It should not be overlooked that compactor coverage must also be given to the portion of the lift surface which is between the left and right side drums of the compactor.

Finally, there will be more rapid drying of overwet soil from the rough grade surface under the compactor, and it is agreed that this is a benefit to the state as well as to the Contractor.

The practicability of using the compactor in lieu of the rubber-tire roller has developed because there is not nearly the quantity of bouldery soil in the cuts as was anticipated when the specifications were written.

FWY:af

cc: J. H. Versteeg
F. E. Terpin
Carroll Keasey
Dale Allen

REFERRED TO
Beard Staudenmayer
Cole Semple
Eriksen Watson
Hager Dorn Lou
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ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

May 8, 1979

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention: David B. Carter,
Area Engineer

Easement Acquisition and Legal Costs
Water Facilities Relocation
Crystal Springs Water District
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

NOTED
E. S. HUNTER

Gentlemen:

Reference is made to D. E. Swan's letter of March 20, 1979, which submitted a copy of a Billing of Cost to acquire water line easements and legal services for the relocation of Crystal Springs Water District's facilities, dated March 9, 1979. The letter requested Federal Aid participation in these costs.

Reference is made to Mr. G. L. Green's letter of March 26, 1979, which approved Federal participation in the cost of acquiring water line easements. This letter was referenced to Oregon Project F-24(10).

Reference is also made to your Letter of Approval and/or Authorization (PR 1240), dated April 30, 1979, which authorized the District to proceed with the acquisition of water line easements and other required legal services as of April 30, 1979. Copies of all referenced correspondence is attached.

The billing received from the District and transmitted to you by Mr. Swan's letter of March 20, 1979, covers easement acquisition and legal costs beginning on June 22, 1978. The District, in good faith, based on a verbal commitment by the State that they would reimburse the District, requested their attorney to proceed with the acquisition of required easements on June 22, 1978. I therefore request that the effective date of the authorization to proceed with the acquisition of water line easements be amended to read June 22, 1978, to enable Federal participation authorized by Mr. Green's letter of March 26, 1979.

Yours truly,

Jack M. Cartwright
Utility Engineer

RECEIVED
TECHNICAL SERVICES
MAY 9'79
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Ack | File

JMC/seb
Attachments
cc: ~~E. S. Hunter~~
D. E. Swan
W. R. Meritt
R. O. Havig

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

May 8, 1979

In Reply Refer to
File No

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention: David B. Carter,
Area Engineer

Task Order No. 2
Engineering Service Agreement
Crystal Springs Water District/CH2M-Hill
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Gentlemen:

Reference is made to my letter of February 26, 1979, which submitted Task Order No. 2, a supplement to the "Agreement to Furnish Engineering Services" between Crystal Springs Water District and CH2M-Hill, dated January 12, 1979. Task Order No. 2, as submitted, covered engineering services required to provide Services During Construction, On-Site Inspection and Other Services required for the relocation of the District's facilities.

Your memorandum dated March 19, 1979, advised that the cost of the engineering services covered by Task Order No. 2, in the amount of $44,756, appeared to be in excess of the maximum Federal Aid reimbursable rate of 15 percent of the cost of construction. Crystal Springs Water District and CH2M-Hill were contacted and requested to review and revise their estimate for the services covered by Task Order No. 2 to keep the estimated cost within the required 15 percent of construction cost.

Enclosed is a fully executed copy of the revised Task Order No. 2. The estimate for Services During Construction, On-Site Inspection Services and Other Services has been reduced to a total of $32,148. The total estimated cost of construction is $230,751.45. Fifteen percent of the construction cost is $34,612.72. This would leave a margin of approximately $2,464 to cover engineering services provided during construction by Crystal Springs Water District. This amount would appear to be more than adequate to cover the cost of services provided by the District Superintendent.

Also enclosed as a part of Task Order No. 2 is an estimate for Services During Construction-Preliminary Engineering in the amount of $6,913. This is to cover the cost of preparing contract documents, advertising and award of contract.

RECEIVED TECHNICAL SERVICES
MAY 9 '79
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Form 734-3122

Crystal Springs Water District does not have sufficient staff to accomplish the engineering work required under Task Order No. 2.

Your approval of the Engineering Services and authorization for Federal participation in the cost of those services covered by revised Task Order No. 2 is requested under the provisions of PPM 30-4 and FHPM 6-1-2-2. January 24, 1979, is requested as the date of authorization, as this is the date of contract advertising and beginning of CH2M-Hill's charges under Task Order No. 2. Estimated cost to the State for the work covered by Task Order No. 2 is $39,061. This work will be accomplished under a supplement to SFO No. 5.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/JMC/seb
Enclosures
cc: E. S. Hunter ✓
Jack M. Cartwright
R. O. Havig

8804

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AI OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(14)

STATE ECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
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MAY 4 - '79
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DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-30-79	Primary 24	Primary 26

GENERAL LOCATION:
Long Prairie Rd.-Willow Flat Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment
Crystal Springs Water District

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 20, 1979, you are authorized to proceed with acquisition of waterline easements and other required legal services under the provisions of FHPM 1-4-4 (PPM 30.4).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-30-79	G. L. Green	for District Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-27-79

FEDERAL AID PROJECT NO.
F-24(14)

STATE PROJECT NO.
See below

COUNTY NAME
Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80332

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
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DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-26-79

FEDERAL ROUTE NUMBER
Primary 24

STATE ROUTE NUMBER
Primary 26

GENERAL LOCATION:
Long Prairie Road - Willow Flat Road Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPANATION

☒ OTHER (Specify) Utility Adjustment See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 26, 1979, I approve the revised cost of adjustments for Crystal Springs Water District in the relocation of its facilities based on additional work performed. Total additional cost is $16,584 (Total $31,493) (Supplement to SFO #5)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	[signature]	for the Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8804 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 26, 1979

In reply refer to: HFO.4/5

SUBJECT: Oregon Project F-24(10)
Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Highway
Water Facilities Relocation-Easement Acquisition Cost
Crystal Springs Water District

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed your request of March 20, 1979 for Federal participation in the cost of acquiring certain water line easements in connection with this project.

The cost of these acquisitions, including legal expenses incidental to the acquisitions, is eligible for Federal participation provided there is no charge to the project for that portion of the existing easements being transferred to the State for highway purposes. We understand the estimated cost of the easements is approximately $4,500.

G. K. Hoosman
G. L. Green

cc:
(J Cartwright) OSHD
(E S Hunter) OSHD

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO
FOR

ROW 18-4

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1979

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention: David B. Carter
Area Engineer

Easement Acquisition Cost
Water Facilities Relocation
Crystal Springs Water District
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

NOTED
E. S. HUNTER

Gentlemen:

Here is a copy of a billing of cost to acquire water line easements for the relocation of Crystal Springs Water District's facilities dated March 9, 1979. The billing also includes other legal fees for services required by the District in connection with the relocation of their conflicting water facilities.

A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our files. Also enclosed is a legal opinion written by Jack L. Sollis, Counsel and Assistant Attorney General, as to the District's right to be reimbursed for easement acquisition costs.

Your approval of Federal participation in the cost of acquiring water line easements and other required legal services under the provisions of PPM 30-4 is requested. Estimated cost to the State is $4,444.20.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/seb
Enclosures
cc: E. S. Hunter ✓
Jack M. Cartwright
W. Reid Meritt
R. O. Havig

RECEIVED
TECHNICAL SERVICES
MAR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ans | File

Form 734-3122

8804 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project F-24(14)
Long Prairie Rd.-Willow Flat Rd. Section
Crystal Springs Water District/CH2M-Hill
Task Order No. 2-Engineering Service Agreement
Hood River County

DATE: March 19, 1979

In reply refer to: HFO.4/5-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the above task order as submitted with your letter of February 26, 1979.

The amount requested by the consultant for construction engineering services, $44,756, appears to be in excess of the maximum Federal-aid reimbursable rate of 15 percent of the cost of construction. We suggest the construction engineering services to be provided be reevaluated.

We are withholding approval of this task order pending your reply.

D. K. Hannan
for G. L. Green

cc:
D. Swan (ODOT)
J. Cartwright (ODOT)

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MAR 27 '79
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FOR
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ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1979

In Reply Refer to File No

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention David B. Carter,
Area Engineer

Task Order No. 2
Engineering Service Agreement
Crystal Springs Water District/CH2M-Hill
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

E. S. Hunter

Gentlemen:

Reference is made to your Letter of Approval and/or Authorization dated November 24, 1978, which approved the contract method for engineering services required by Crystal Springs Water District to accomplish the relocation of their water facilities in conflict with the subject project. A copy of the fully executed "Agreement to Furnish Engineering Services" between the District and CH2M-Hill and Task Order No. 1, covering the design of the District's relocation work, was submitted by my letter of August 23, 1978.

Enclosed is a fully executed copy of Task Order No. 2, a supplement to the "Agreement to Furnish Engineering Services" between Crystal Springs Water District and CH2M-Hill, dated January 12, 1979. Task Order No. 2 covers engineering services required to provide Services During Construction, On-Site Inspection and Other Services required for the relocation of the District's facilities.

Crystal Springs Water District does not have sufficient staff to accomplish the engineering work required under Task Order No. 2.

Your approval of the engineering services and authorization for Federal participation in the cost of those services covered by Task Order No. 2 is requested under the provisions of PPM 30-4 and FHPM 6-1-2-2. January 31, 1979 is requested as the date of authorization, as this is the date of contract advertising and beginning of CH2M-Hill's charges under Task Order No. 2. Estimated cost to the State for the work covered by Task Order No. 2 is $44,756. This work will be accomplished under a supplement to S.F.O. No. 5.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
FEB 27 '79
REFER TO
FOR
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DES/seb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

AN EQUAL OPPORTUNITY EMPLOYER

#0804 2-27-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(14)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR - 5 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE See below

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Long Prairie Rd. - Willow Flat Rd. Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Crystal Springs Water District

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 6, 1979, this will confirm advance authorization date of October 17, 1978 and November 6, 1978 for emergency relocation of Crystal Springs Water District lines and August 1, 1978 for Crystal Springs administrative costs. Reimbursement on an actual cost basis estimated to be $22,345 is approved.

I approve the Agreement with Crystal Springs Water District.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-79	S. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

February 26, 1979

In Reply Refer to File No.

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention David B. Carter,
Area Engineer

Revision to Scope of Work
Task Order No. 1
Engineering Service Agreement
Crystal Springs Water District/CH2M-Hill
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Gentlemen:

Reference is made to your Letter of Approval and/or Authorization (PR-1240), dated November 24, 1978, which authorized Federal participation in the cost of engineering services provided by CH2M-Hill to Crystal Springs Water District for the design of the relocation of the District's facilities in conflict with the subject project. The engineering service costs approved were covered by Task Order No. 1, a supplement to the "Agreement to Furnish Engineering Services" between Crystal Springs Water District and CH2M-Hill, dated July 31, 1978. A copy of the executed agreement and Task Order No. 1 were submitted to you by my letter of November 29, 1978.

Enclosed is a letter from CH2M-Hill to Crystal Springs Water District, dated February 12, 1979, which requests approval of additional engineering service costs to be incurred under Task Order No. 1. A letter from Crystal Springs Water District, dated February 13, 1979, approves the additional cost. CH2M-Hill's letter of February 12, 1979, explains the change in the scope of work and other reasons for the increased cost in the design of the District's water facility relocation.

The original estimated cost of engineering services covered by Task Order No. 1 was $14,909. CH2M-Hill has estimated an additional cost of $16,584, for a total estimated cost of $31,493. Your approval of the additional cost of engineering services provided by CH2M-Hill under Task Order No. 1 is requested. Estimated cost to the State for the additional services is $16,584. The additional cost will be covered by a supplement to State Force Order No. 5.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
FEB 27 '79
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

DES/seb.
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

AN EQUAL OPPORTUNITY EMPLOYER

Form 734-[illegible]22

#8804

RECEIVED
TECHNICAL SERVICES
FEB 6'79
REFER TO
FOR
Info | Init. | R/W | O/R | Sign | Appr. | File

ROW 18-4

February 6, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facilities Relocation
Crystal Springs Water District
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

NOTED
E. S. HUNT

Dear Mr. Green:

Here is a copy of an estimate of administrative cost and emergency relocation cost from Crystal Springs Water District dated January 12, 1979. Contract plans, estimate and specifications have already been submitted for your review.

A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 10, 1978, was previously supplied your office.

Emergency relocation work was required at Station 599 to accommodate the construction of a box culvert. Authorization was received October 17, 1978. (Copy of letter attached.) Emergency work was also required at Station 679 to permit excavation of cut slope. Authorization was received November 6, 1978. (See attached letter.) Work at both locations was performed by Glenn Adams Excavating, a local contractor normally used by the District for such work beyond the capabilities of the District.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and several crossings of the project.

There is a betterment derived from the proposed adjustment of the District's facilities and will be addressed in a computation of the State's percentage of reimbursement presently being prepared by CH2M-Hill. A preliminary computation was 93.9 percent.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the emergency work as of October 17, 1978, and November 6, 1978, is requested. Authorization for District's administrative cost is requested as of August 1, 1978. The work will be performed under the provisions of PPM 30-4 and 30-4.1. Estimated cost to the State is $22,345.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/seb
Enclosures
cc: E. S. Hunter
Jack M. Cartwright

8804

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

January 29, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facility Relocation
Crystal Springs Water District
Long Prairie Road-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Dear Mr. Green:

Reference is made to my letter of November 16, 1978, which requested Federal Highway Administration's approval for the relocation of Crystal Springs Water District's conflicting facilities by the "Negotiated" contract method. Your memorandum dated November 22, 1978, advised that you could not approve the "Negotiated" contract basis due to the amount of the cost of the relocation work.

Here is a copy of the plans, specifications and engineer's estimate prepared by CH2M-Hill for the relocation of Crystal Springs Water District's facilities by the "Open Bid" contract method.

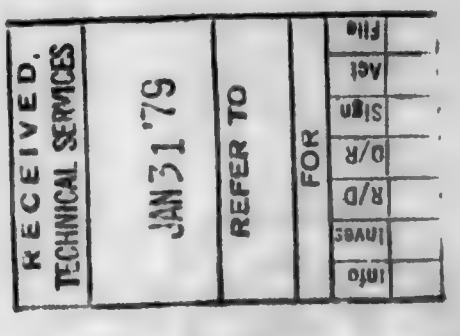
A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 10, 1978, was previously supplied your office.

An appropriate permit for the District's relocated facilities will be prepared as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and several crossings of the project.

There is a betterment derived from the proposed adjustment of the District's facilities and will be addressed in a computation of the State's percentage of reimbursement presently being prepared by CH2M-Hill. A preliminary computation was 93.9 percent.



5

Form 734-3122

Your approval of the "Open Bid" contract method for the relocation of the District's facilities, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 29, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $153,073.

Yours truly,

orig. signed by J. Gaitche

for D. E. Swan
Federal-Aid Engineer

DES/seb
Enclosures
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

+9814

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1979

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention David B. Carter, Area Engineer

Advance Purchase of Materials
Water Line Relocation
Crystal Springs Water District
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Gentlemen:

Here is an "Invitation for Proposals to Furnish Water Line Equipment and Materials" and preliminary water line relocation plans prepared by CH2M-Hill for Crystal Springs Water District. The materials are required for the relocation of a portion of the District's facilities in conflict with the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway.

The State was advised earlier that delivery time for the cast iron pipe required for the District's relocation would be from six to eight weeks. A portion of the materials required have already been purchased and received by the District from a local contractor, Glen Adams. (See my letter of January 11, 1979.) The State's contractor has advised that he wishes to begin work at the southerly end of the project between Stations 573 + 50 and 632 + 00 as soon as weather permits. The State, in order to assure a timely relocation of the District's facilities, requested the District to order additional materials sufficient to accomplish the relocation of their facilities between Stations 573 + 50 and 632 + 00.

Crystal Springs Water District is not sufficiently staffed to accomplish the relocation of their facilities in conflict with the highway construction; therefore, CH2M-Hill is presently preparing plans, specifications and contract documents for a water facility relocation contract to be let on February 15, 1979. The materials are to be used by the successful low bidder.

A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our file.

A copy of the relocation letter to the District dated July 10, 1978 was previously supplied your office.

Expired service life and betterment will be considered when the plans, specifications and engineer's estimate is submitted for your review and approval.

Form 734-3122

Your approval of the advance purchase of additional materials required for the relocation of the District's facilities between Stations 573 + 50 and 632 + 00 as listed in the attached documents and confirmation of your advanced authorization to proceed as of January 9, 1979, is requested. Estimated cost to the State is $41,000.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/seb
Attachments
cc: E. S. Hunter
Jack M. Cartwright
Richard O. Havig

RECEIVED
TECHNICAL SERVICES
JAN 17 '79
REFER TO
FOR
Sec. | Assist. | Br/D | D/E | Insp. | Asst. | File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-30-78

FEDERAL AID PROJECT NO. F-24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	11-30-78	Primary 24	Primary 26

GENERAL LOCATION:
Long Prairie Road - Willow Flat Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Program Change (see below)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-24-78 I approve the program change to delete Transition Quarter funds as follows:

Prefix	Appn. Code	Total Cost	Federal Funds
TQF	124	$1,166,000.00	$1,000,000.00

Swan 12-7

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-78	E. J. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804 U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION 11-24-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-24-78	Primary 24	Primary 26

GENERAL LOCATION: Long Prairie Rd. - Willow Flat Rd.

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment
Crystal Springs Water District
TEC NTE $14,909

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-23-78 and 11-24-78 letters this will confirm the advance authorization date of 7-24-78 by Mr. D. B. Carter to proceed with engineering services for the adjustment of water facilities effective 7-24-78. Since the utility is not adequately staffed or equipped to perform this work, the contract method is approved.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan 12-1

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-24-78	S. K. Hassanen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 321 (Rev. 5-73)

#8804

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 22, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project F-24(14)
Long Prairie Rd.-Willow Flat Rd. Section
Mt. Hood Highway
Water Facility Relocation
Negotiated Contract Method
Crystal Springs Water District

FROM : G. L. Green, Division Administrator

TO : Mr. D. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

We have reviewed your November 16, 1978, request to use a local contractor, Glen Adams, on a negotiated contract basis, for the relocation of the Crystal Springs Water District facilities necessitated by the construction of the above project.

We cannot approve doing the work on a negotiated contract basis due to the amount and cost of the work. We suggest the work be accomplished through the competitive bid process.

G. L. Green

cc:
Jack Cartwright (Utilities)

RECEIVED
TECHNICAL SERVICES
NOV 24 '78
Refer To
For

#2804

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

RECEIVED
TECHNICAL SERVICES
NOV 17 '78
REFER TO
FOR

November 16, 1978

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrato
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facility Relocation
Negotiated Contract Method
Crystal Springs Water District
Long Prairie Road-Willow Flat Road Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Dear Mr. Green:

In the early part of September of this year, I met with you and Glen Gray regarding Crystal Springs Water District's use of a local contractor, Glen Adams, for the relocation of their water facilities in conflict with the subject project. Glen Adams has been used by the District on a continuing basis for water installation work beyond the scope of the District's own forces. No formal agreement exists between the District and Glen Adams. It was the District's opinion that Glen Adams could provide the finished installation that they required at a minimal cost to the District and the State.

It was agreed at our meeting that F.H.W.A.'s approval of a negotiated contract between the District and Glen Adams would be subject to the District's supplying information and a certification that Glen Adams had been used by the District on a continuing basis. F.H.W.A.'s approval would also be subject to a determination that a negotiated contract between the District and Glen Adams would not violate Oregon laws regarding public contracts.

Attached you will find a letter from the District, dated September 27, 1978, that certifies that contractor Glen Adams has performed work before for the District beyond the scope of Crystal Springs Water District forces and copies of Crystal Springs Water District minutes indicating that Glen Adams has been used in the past by the District. Also enclosed is a letter from the District's legal counsel, Parker, Abraham, Bell and Bowe, dated October 25, 1978, which states the proposed contract between the District and Glen Adams meets the qualifications as set forth in Chapter 279, Oregon Revised Statutes, which governs public contracts.

CH2M-Hill is presently preparing plans, specifications and estimates for the relocation work to be accomplished by the negotiated contract method between the District and Glen Adams. The contract documents are being prepared on the basis that a negotiated contract will be acceptable. The contract documents will be submitted to F.H.W.A. for review and approval prior to the execution of a contract between the District and Glen Adams.

AN EQUAL OPPORTUNITY EMPLOYER

Your approval of the use of the negotiated contract method by Crystal Springs Water District and Glen Adams for the relocation of the District's facilities is requested. Estimated cost to the State is $165,264.00. A copy of a preliminary estimate prepared by CH2M-Hill is enclosed for your information.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/seb
Enclosures
cc: E. S. Hunter
D. E. Swan
Dale D. Allen
W. Reid Meritt
Richard O. Havig

#8804 10-5-78

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Hood River	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/29/78 and 10/5/78	David B. Carter, Area Engineer	F-24(14)

IN COMPANY WITH 9/29/78: Fred Yarbrough, Soil Engr., R. Chassie, Region Geotechnical Engr., FHWA; 10/5/78: R. Pool Region 4 Construction Engr.; R. Meritt, Resident Engr., Fred Yarbrough, OSHD

LOCATION

Approximately 10 miles south of Hood River in Hood River, County on the Mt. Hood Highway.

10-23 ay Kinsey

RECEIVED STATE HWY ENGR OCT 23 '78 REFER TO FOR Info Inves S/D D/R Sign Act File

CONTRACTOR NAME AND ADDRESS

Peter Kiewit Sons' Co., 215 S. V St., Vancouver, Washington 98663

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-28-78	$3,617,231.00	525 CWD	9-12-78	9-18-78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	2%	1%

REMARKS

LONG PRAIRIE RD.-WILLOW FLAT RD. SECTION
MT. HOOD HIGHWAY
Grading, Paving and Signing

This project provides for roadbed grading, aggregate base and asphalt concrete paving on this 3.32 mile section of the route. Also included is the adjustment of irrigation facilities and other associated and incidental work common to this type of project.

Work Completed

The contractor has done some clearing and some pioneering work in several of the major fill areas.

Work in Progress

Clearing on the southerly portion of the project and working on subdrainage items in the fill area in the vicinity of Station 642.

Comments

The contractor has encountered a clay deposit during the embankment foundation excavation for the fill in the vicinity of Station 642. The clay is well consolidated and the surface of the deposit slopes in the downhill direction. Considerable water collects and runs on this surface. The deposit appears to be of substantial thickness and is not a lense type deposit. The fill height is in the vicinity of 60 feet.

Initial Report (cont.)

The construction plans call for considerable subdrainage work in the fill. The contractor was installing the subdrains at the time of the inspection. The subdrains are of the conventional type using a fabric filter blanket, drain rock and drain pipe. The drains appear to be intercepting the water.

Messrs. Fred Yarbrough, Soils Engineer, OSHD, and Ron Chassie, Geotechnical Engineer, FHWA, have inspected the site. They have recommended that a 3' - 4' free draining rock blanket be placed over the clay prior to commencing the regular fill placement to insure drainage and to provide adequate friction with the clay surface. The regular fill material is a fine grained soil. The above corrective work will be implemented. Two other fills, Stations 668 and 684, may also require this type of corrective work.

8804

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1978

Peter Kiewit ~~Sons'~~ Inc.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8804

Gentlemen:

In accordance with your letter of September 21, 1978, $200,000.00 is being transferred from your unallocated account to an account for this project.

This deposit is in lieu of retainage being held on this contract.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8804

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1978

Peter Kiewit Sons' Company
215 South "F" Street
Vancouver, WA 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8804 for work on the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhs
Enclosure

cc The Aetna Casualty & Surety Company
200 Market Building, Suite 1500
200 S. W. Market Street
Portland, OR 97201

C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Dale Allen
W. Reid Meritt

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

HOME OFFICE - OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON 98663

September 7, 1978

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Long Prairie Rd. - Willow Flat Rd.
Contract No. 8804

Gentlemen:

Enclosed are two signed copies of Contract No. 8804.

Yours very truly,

PETER KIEWIT SONS' CO.

Lyle D. Leach

LDL/mad
Encls.

cc: File

NOTED
C. W. HEAD

RECEIVED
SEP 8 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8804

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-78

FEDERAL AID PROJECT NO.: F-T-QF-24(14)

STATE PROJECT NO.: See below

COUNTY NAME: Hood River

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.: 80332

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-24-78	Primary 24	Primary 26

GENERAL LOCATION:
Long Priarie Road-Willow Flat Road Section

GENERAL DESCRIPTION OF WORK:
Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
Hood River Electric Coop
TEC NTE $964.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-2-78, this will confirm the advance authorization date of 7-24-78 by Mr. David Carter to proceed with the necessary work. I approve the agreement with Hood River Electric Coop. Reimbursement on a lump sum basis is approved.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

9

September 8, 1978

Hood River County Board of Commissioners
Courthouse
Hood River, OR 97031

MISC. CONTRACTS and AGREEMENTS No. 6635

Attention: Leonard G. Shairben
Director of Dept. of Records
& Assessment

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harrell (agreement attached)

8804

bbc : C. T. Keasey
Robert Church
Walt Hart
Dale Allen
W. Reid Meritt
SAIF
Fran

August 30, 1978

Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the Long Prairie Road-Willow Flat Road Section of the Mt. Hood Highway in Hood River County for the sum of $3,617,231 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8804.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 12, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." These Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8804

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 24, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 24 on the following projects:

1. Vineyard Rd, Naef Rd & Boardman Ave
   FAP No. SOS-0300(6)
   Clackamas County

   Grading and paving

   Four-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Warren-Scappoose
   Columbia River Highway
   Columbia County

   Grading, paving and structures

   Eight-foot shoulders to be striped and signed as a Class III bikeway.

3. Koosbay Blvd at Bayshore Drive
   FAP No. M-2661(1)
   Coos County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Little Deschutes River (Montgomery) Bridge
FAS B 345
Deschutes County

Bridge repair

Same as No. 3.

5. Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

Grading

Same as No. 3.

6. 12th St & Hall Ave (Prairie City)
FAP OS 1202(1)
Grant County

Base and paving.

Same as No. 1

7. Snabel Creek, Bologna Creek and Bone Creek Bridges
John Day Highway
Grant & Wheeler Counties

Structures

Same as No. 1.

8. Long Prairie Road-Willow Flat Road
Mt. Hood Highway
Hood River County

Grading and paving

Six- and eight-foot shoulders to be striped and signed as a Class III bikeway.

9. Rogue Valley Highway at South Stage Road
FAP ROS-37(5)
Jackson County

Grading and paving

Grading and paving incidental to removal of roadside obstacles.

Same as No. 3.

10. Maple Lane-Hamilton Lane (Grants Pass vicinity)
Rogue Valley Highway
Josephine County

Paving

Six-foot shoulders to be signed and striped as Class III bikeway.

11. Lone Tree Bar State Park
Marion and Yamhill Counties

Paving and buildings

Bikeways will be constructed under later contracts.

12. SE Yamhill St-SE Powell Blvd
East Portland Freeway
Multnomah County

Grading, paving and structures

Intermittent sections of Class I bikeway to be constructed on this project. Bikeway will be completed under later contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8504

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

~~June 30, 1978~~
8-23-78

Tony Klein
Acting Director of Public Works Hood River County
918 18th St.
Hood River, OR 97031

Subject: Construction Agreement Mt. Hood Highway
(Long Prairie Rd. - Willow Flat Road
Section) Hood River County Prefix 14-1988

Tony, here are four copies of a proposed agreement covering engineering, construction, right-of-way acquisition, utility responsibility and maintenance on the Mt. Hood Highway Improvement Project between Willow Flat Road and Long Prairie Road. Would you review this carefully with your staff and with any other affected county people and if it is satisfactory secure the necessary signatures and return the three bound, signed copies to me at this office. The fourth copy may be retained for your information and you will be sent a fully executed copy following final action by the Highway Division.

If you have any questions on this, please call.

Jon Rose

Jon Rose
Federal Aid Coordi

po

attachments
cc: Region 1

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LLE ☒ FAE ☐ OPE ☐

AUG 21 1978

TAA Holmes File: PM FA LG OP

From Metro Jon Rose Date 8/23/78

To Jerry Wimer,
Program Mgmt. Traffic Region 1

Comments: The attached agreement was now signed by all Hood River County Commissioners, has Metro approval and is returned for further action. (3 copies)

Jon Rose

cc Region 1

13

8804

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

Mr. Glen L. Green
Division Administrator
Federal Hwy. Administration
530 Center St. N.E. Suite 100
Salem, OR 97301

NOTED
E. S. HUNTER

Attention: David B. Carter

RE: Engineering Service Agreement
Crystal Springs Water Dist. -
CH_2M-Hill
Lone Prairie Road Section -
Willow Flat Section Mt. Hood Hwy.
Hood River County
Project No. F-24(14)

Dear Sir:

Here is a copy of a fully executed Engineering Service Agreement between Crystal Springs Water District and CH_2M-Hill, which provides for engineering service to the District required to relocate or adjust water facilities in conflict with the proposed construction of the Lone Prairie Road-Willow Flat Road Section of the Mt. Hood Highway.

Crystal Springs Water District does not have sufficient engineering staff to accomplish the engineering work required to design the reconstruction or adjustment of their water facilities in conflict with the subject property.

CH_2M-Hill has been utilized by the District in the past for an engineering study of the District's system and future requirements and for engineering work beyond the capabilities of the District.

Your approval of the Engineering Service Agreement and confirmation of your verbal authorization to proceed with the engineering services as of July 24, 1978, under the provisions of PPM-30-4 and FHPM-6-1-2 is requested. Estimated cost to the State is $14,909.00.

Yours truly,

D.E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
AUG 24 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JMC:jmn
Encl.
cc: ~~E.S. Hunter~~
J. Cartwright
R.O. Havig

Form 734-3122 (Rev. 7-77)

8104

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-18-78

FEDERAL AID PROJECT NO. F-TQF-24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-18-78	Primary 24	Primary 26

GENERAL LOCATION:

Long Prairie Rd.-Willow Flat Rd.

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 18, 1978, I approve the following program change to jointly finance the subject project.

Prefix Letters	APPN Code	Total Cost	Federal Funds
F	010	$4,325,770	$3,710,291
TQF	124	1,166,000	1,000,000
	Total	$5,491,770	$4,710,291

NOTED
F. B. KLABOE
8-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-18-78	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. -24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-14-78	Primary 24	Primary 26

GENERAL LOCATION:
Long Prairie Rd. - Willow Flat Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
United Telephone Company of the N.W.
TEC NTE $2,620 - F.F. $2,247

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 1, 1978, letter, you are authorized to proceed with the actual adjustments of the United Telephone Company of the N.W. facilities. Reimbursement on a lump sum basis is approved.

I approve the Agreement with the Utility consisting of your relocation letter of 7-18-78, the Utility's letter of 7-21-78 and the plans and estimate furnished by Mr. Swan's 8-1-78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-14-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

ROW 18-4

cc: [redacted]
Jack M. Cartwright
R. O. Havig

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

August 2, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N. E.
Salem, OR 97310

Aerial Power Line Relocation
Hood River Electric Co-op
Long Prairie Rd. - Willow Flat
Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Dear Mr. Green:

Here is a copy of a supplimental lump sum estimate of cost to adjust Hood River Electric Cooperative's facilities dated July 20, 1978, and a sketch showing their proposed relocation. Please refer to our transmittal of July 19, 1978, for original lump sum estimate.

A certification prepared by Richard O. Havig as to the Co-op's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Co-op dated July 17, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) for PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Co-op's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 24, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $964.05.

RECEIVED
TECHNICAL SERVICES
AUG 2'78
REPLY TO

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:klw
Enc.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8804

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-1-78

FEDERAL AID PROJECT NO. F-24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-24-78	Primary 24	Primary 26

GENERAL LOCATION:

Long Prairie Road - Willow Flat Road Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Hood River Electric Co-op
TEC $2,348. - F.F. $2,013.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

NOTED F. B. KLABOE

REMARKS

As requested in Mr. Swan's letter of July 19, 1978, this will confirm the Advance Authorization date of July 24, 1978, to proceed with the actual adjustments of Hood River Electric Co-op's Aerial Power Line Relocation. Reimbursement on a lump sum basis is approved.

I approve the Agreement with the Utility consisting of their letter of 6-23-78, your Notice of Conflict dated 7-17-78 and the Plans and Estimate furnished by Mr. Swan's 7-19-78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-Aid Program Manual.

Swan 8-9

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(14)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80332

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-24-78	Primary 24	Primary 26

GENERAL LOCATION:

Long Prairie Road - Willow Flat Road Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
East Fork Irrigation District
TEC NTE $20,800. - F.F. $17,840.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

KLABO

REMARKS

As requested in Mr. Swan's letter of 7-19-78 you are authorized to proceed with the actual adjustments for the Irrigation facilities of the East Fork Irrigation District. Reimbursement on an actual cost basis is approved.

I approve the Agreement with the Utility consisting of their letter of July 11, 1978, your Notice of Conflict dated July 14, 1978, and the Plans and Estimate furnished by Mr. Swan's 7-19-78 letter.

This authorization is with the understanding that item 1 of each proposal for stations 596+95; 628+10; 634+80, 652+25; 662+55; 671+40, and 694+50 is a Contract item and is not an actual cost for the utility.

Swan 8-

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8804

ROW 18-4

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1978

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, OR 97310

Telephone Facilities Relocation
United Telephone Company of the N.W.
Long Prairie Rd. - Willow Flat
Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust United Telephone Company's facilities dated July 21, 1978, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 18, 1978 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2616.54.

Yours truly,

D.E. Swan
Federal-Aid Engineer

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TECHNICAL SERVICES
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DES:klw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

8804

ROW 13-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1978

Mr. Don Walker
Hood River Electric Cooperative
P.O. Box 95
Odell, OR 97044

Aerial Power Line Conflict
Long Prairie Rd. - Willow Flat Rd. Section
Mt. Hood Section
Hood River County
Project No. F-24 (14)

Dear Mr. Walker:

Reference is made to my letter of July 17, 1978, which set forth certain aerial power line facilities owned by your Cooperative which conflicted with the construction requirements of the subject project and required adjustment.

Further review of the project for utility conflicts has disclosed one additional power pole located 23 feet left of station "BH" 11+40 as being conflict with the proposed construction. This pole is located on public road right of way, therefore, the cost of its relocation would be nonreimbursable.

All other portions of my July 17, 1978, letter as pertains to reimbursement for relocation costs and procedures for the relocation of utilities remains in full force and effect.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:klw

bc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
Gene Hickam
J. W. Valentine
D. D. Allen
W. R. Meritt
Dick Havig

NOTED
H.S. COULTER

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8804

26

Salem, Oregon
July 28, 1978

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Draft Noise Study Report
Long Prairie Road-Willow
Flat Road Section
Mt. Hood Highway
Hood River County

The draft report has been reviewed and the suggested attenuation has been estimated.

Only a wall would be feasible to construct for the three houses, Sta. 591+50 to 597+80. The frontage road serving the houses is tight to the toe of the fill which precludes consideration of a berm.

The cost of the wall is estimated at $45,000.

Only a wall would be feasible to construct for the single house, Sta. 689 to 695. A berm was considered; however, the slopes would go outside the right-of-way and encroach on the proposed frontage road.

The cost of wall, including minor embankment and pavement widening would be $40,000.

I have no idea what the snow conditions might be in those areas or whether the walls would help or hinder snow removal.

This would be a Type 1B project.

Versteeg
1 Christensen DO
George
Olson
Terpin
2 Sullivan JWS
Scott
Savage

RECEIVED
JUL 31 1978
ENGINEERING SECTION

3 Trout 4

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Art
Paul-copy
O.B.

ADO:ab

8804

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Ronald L Rost

8-24-78 Bid Letting _____ All Clear Deadline

SECTION LONG PRAIRIE RD.-WILLOW FLAT RD.
Highway Mt. Hood
County Hood River Region M
Type of Work G-P-Str. Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration		X			X	
Project Assessment		X			X	
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					Irrigation Only
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X				

8804

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 19, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Aerial Power Line Relocation
Hood River Electric Co-op.
Long Prairie Rd.-Willow Flat
Rd. Section
Mt. Hood Highway
Hood River County
Project No. F-24(14)

NOTED
E. S. HUNTER

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust Hood River Electric Cooperative's facilities dated June 23, 1978, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to the Co-op's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Co-op dated July 17, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves five crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Co-op's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,348.81.

Yours truly,
ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
JUL 26 '78
REFER TO
FOR
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DES:JMC:dbe
enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
R. O. Havig

8804

ROW 18-4

Oregon State Highway Division

ROBERT W. STRAUB

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
JUL 26 '78
REFER TO
FOR
Info | Invest | R/D | O/R | Elem | Act | File

July 19, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

NOTED
E. S. HUNTER

Irrigation Facilities Relocation
East Fork Irrigation District
Long Prairie Rd.-Willow Flat
Rd. Section
Hood Highway
Hood River County
Project No. F-24(14)

Dear Mr. Green:

Herein a copy of an estimate of cost to adjust East Fork Irrigation District's facilities dated July 11, 1978, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 14, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves 13 crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,800.00.

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

DES:JMC:dbe
enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
R. O. Havig

8804

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 23, 1978

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Highway
Hood River County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed June 14, 1978, at the Hood River Maintenance Station and on the project.

The following plan and specification details were discussed:

1. On the typical sections, the treatment of the subgrade under the rock surfacing slope on superelevated sections was not indicated, but this is covered on the standard drawing for superelevation, Drawing 2108.

2. The 3:1 slope for 9 feet in cuts was discussed and it was proposed that this be eliminated on this job. This was reviewed with the Final Design Engineer and we feel it should be retained for the following reasons:

   a. This design was used on the section to the north.

   b. It provides additional recovery area for safety.

   c. It gives greater sight distance where the cut is on the inside of a curve.

3. Fred Yarbrough indicated there will be boulders in some of the excavation and that they can be placed in embankments in lifts up to 30 inches thick with satisfactory compaction using a 50 ton rubber tired roller.

4. Superelevation slope rates for travel lanes and climbing lanes were discussed. The superelevation diagrams on Sheet 2A were approved by those present if we delete the "1/2 Superelevation" note on the climbing lanes.

5. On the "Inlet Recess" plan on Sheet 2B, it was proposed the drainage curb shape be altered so the middle guardrail post would not be in the water flow area.

Verstaeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 23 1978
ENGINEERING SECTION

Trout

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Action

6. On the "Stand Pipe Energy Dissipator" it was suggested the 6 inch pipe inlet opening be reduced to help the ponding action.

7. On the "Stage Surfacing" detail on Sheet 2G we will delete the A.C. wearing course and A.C. base course. It was thought the Plant Mix bituminous base would be adequate to carry staging traffic.

8. The relocation of existing Water District lines and irrigation pipes is rather extensive and this information will be furnished to us shortly. Mr. Havig and Mr. Meritt have nearly completed determining the adjustments required.

9. The Region had requested, prior to the review, that we investigate using a siphon for the irrigation ditch crossing at Sta. 598+80 so the grade could be lowered to the south. Our estimates indicate a siphon cost of $60,000 compared with a slab span structure cost of $45,000. Lowering the grade could reduce the embankment quantities by 10,000 yards. We presently have a balanced job so some way of reducing the excavation would have to be worked out to effect a savings in cost here. It appears, however, the increased structure cost would not be offset by the reduction in grading costs.

10. Some concern has been expressed about leakage from the irrigation ditch on the sidehill above the highway, Sta. 650 to Sta. 658. There is some running water and wet areas in the existing highway ditch. We believe the best way to handle this is to estimate the cost of lining the ditch and include this as an anticipated item in the project authorization. The ditch is about 10 feet wide and 4 feet deep with nearly vertical sides and had about 2 feet of water depth.

11. On the filter cloth item for drains, we will delete the word "woven" and change the measurement from sq. ft. to sq. yd.

12. It was requested that pipe sizes down the slope from the cut benches all be 12 inches.

13. The notes "Obliterate Old Roadway" will be changed to "Remove Old Roadway" -- excavation included in roadway distribution.

FE:ab
cc: Robert Poole
Carl Williams
Dave Carter
Reid Meritt
Fred Yarbrough
Dick Lenz
Paul Galloway
Frank Roberts
Rob Cameron

.8804

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 26

Date 6-6-58

Section Long Prairie Rd. - Willow Flat Rd. County Hood River

Kind Of Work G.P. Str. Length 3.3 Name Roberts

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Rough est.					
	Reduction in roadway width of 10'					
	"Savings"					
	Mobilization					16,00
	Gen. Exc.		C.Y.	45,000	2 50	112,500
	Asph. Conc.		Ton	4,200	9 50	39,900
	Plant Mix Pit Run Base		"	5,300	7 50	45,05[illegible]
	A-ph. In Mix		"	565	75	48,0[illegible]
	Aggr. Base		"	4000	5	20,000
	[illegible]					
	[illegible]					21,475
	2 x 6 15%					42,225
						323,700
	Structures					48,000
				TOTAL		371,700

F804

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 24, 1978

FILE:

NOTED
H. S. COULTER

FROM: EDWARD L. HARDT
Region Engineer

TO: MEMO TO FILE

SUBJECT: CONSTRUCTION ENGINEERING
Long Prairie Road-Willow Flat Road and Neal Creek Bridge
Hood River County

On May 23 I discussed with Dale Allen the construction engineering on the two subject projects in Hood River County. Since Region One's closest Resident Engineers are located in Portland and have ample work to do, and also since Region Four's Engineers in The Dalles are available for this work, it was decided that the Region Four personnel would do the construction engineering for both projects. The Region Four office will also be responsible for administration of the two contracts. Since the Metro Section has handled the preliminary engineering for the Neal Creek Bridge, any correspondence relating to preliminary engineering should still be routed through that office with copies to the Bend office. The Region One office would like to be involved in the plan-in-hand review for the Long Prairie Road-Willow Flat Road project. Dale told me that he planned to assign Reid Meritt to the Willow Flat Road project and at this time was not certain who he would put on the Neal Creek Bridge.

ELH/vwk
cc: H.S. Coulter
C.T. Keasey
Walt Hart
Hal Versteeg
John Jenkins
R.N. Bothman
Harry Woodward
Dale Allen
Reid Meritt

RECEIVED
STATE HWY ENGR
MAY 25 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8204

STATE OF OREGON

INTEROFFICE MEMO

26

TO: Donald R. Adams
Project Development Manager

DATE: May 15, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Long Prairie Road-Willow Flat Road Section
Mt. Hood Highway
Hood River County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also will you please submit two copies to the County for their review. The County should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

May we have your reply by May 26 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: E. L. Hardt w/attachment
D. O. Christensen w/attachment
F. T. Lacey w/attachment

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
MAY 16 1978
ENGINEERING SECTION

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Return To
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Action

REFERRED TO
Beard W6/3 Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Plan kept by Beard

81-125-1387

8804

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1978

Hood River Electric Coop
P.O. Box 125
Odell OR 97044

ATTN: Don Walker

Preliminary Right of Way Maps
Long Prairie Rd.-Willow Flat
Rd. Section
Mt. Hood Highway
Hood River County

Dear Sir:

Enclosed are preliminary right of way maps, our File Nos. 9B-2-11 and 9B-2-12, for this project. This project has been placed on our tentative schedule of contract lettings for the third quarter of 1978.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated June 29, 1973.

This estimate and sketch map, and a schedule for accomplishing the relocation, should be submitted to Mr. Richard O. Havig, Regional Utility Engineer, P.O. Box 1249, Bend, Oregon 97701; Tel: 382-1911. This sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or new permit for your relocated facilities.

RECEIVED
STATE HWY ENGR.
FEB 9'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Yours truly,

Jack M. Cartwright
Utility Engineer

NOTED
H.S.COULTER

JMC:de
Enclosure

bc: H. S. Coulter
C. M. Williams
R. O. Havig

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8804

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 8, 1978

Crystal Springs Water Company
United Telephone Company of the NW
East Fork Irrigation District

Preliminary Right of Way Maps
Long Prairie Rd.-Willow Flat
Rd. Section
Mt. Hood Highway
Hood River County

Gentlemen:

Enclosed are preliminary right of way maps, our File Nos. 9B-2-11 and 9B-2-12, for this project. This project has been placed on our tentative schedule of contract lettings for the third quarter of 1978.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with FPM 30-4, dated June 29, 1973.

This estimate and sketch map, and a schedule for accomplishing the relocation, should be submitted to Mr. Richard O. Havig, Regional Utility Engineer, P.O. Box 1249, Bend, Oregon 97701; Tel: 283-1911. This sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or new permit for your relocated facilities.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

RECEIVED
STATE HWY ENGR
FEB 8 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

JMC:de
Enclosure

bc: H. S. Coulter
C. M. Williams
R. O. Havig

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8804

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 26

2-1-78

FROM: Dan Gano, Geology Group Leader
BY: David Brooks David Brooks

TO: Max Klotz, Technical Services Engineer

SUBJECT: Material Sources
Project: Long Prairie Rd.-Willow Flat Rd.
Mt. Hood Hwy. No. 26
Hood River County

Material sources owned by the Highway Division in Hood River County with sufficient acreage to be developed for highway contracts are limited to one, Dee Quarry, also referred to as Trout Creek. This quarry had been planned for use on the Long Prairie Rd.-Willow Flat Rd. project.

Dee Quarry is located 1½ miles south of Dee on the Hood River Hwy., MP 12.8, and adjacent to the East Fork of Hood River.

The site was acquired in 1941 from Hood River County which does reserve the right to enter and remove rock at any time for its own use. The county mines and removes approximately 25,000 cu. yds. annually. Every two years a crusher is set up to produce aggregates.

This past fall a county contractor produced aggregates, processing approximately 180,000 cu. yds. of material to crush 47,000 cu. yds. of aggregate. This recent mining operation has revealed that rock reserves are substantially less than previously expected.

To produce the aggregates required for the Long Prairie Rd.-Willow Flat Rd. project, 58,000 cu. yds. of in place rock is needed. Visual observation of exposed cuts do not show an adequate quantity of suitable rock.

A core drilling and dozer exploration program would be necessary to more accurately determine the quantities available. A minimum of three months would be necessary for the exploration but it could easily take more depending on the conditions encountered. It is improbable that exploration would reveal sufficient quantities of suitable rock.

An all new source could not be located, explored and developed (development and reclamation for mining permit) with the time available.

The only material sources available are commercial sources. These include the following:

Dukes Valley Quarry: Source No. 14-33-1. Owned by J. Arlie Bryant and located 2 miles from the project at the end of Central Vale Rd. T 1 N, R 10 E, Sec. 4,9, and 10.

George Quarry: Source No. 14-29-1. Owned by J. Arlie Bryant and located 1.2 miles east of Hood River on the Old Columbia River Hwy., 8 miles from the project. T 3 N, R 11 E, Sec. 31.

cc: Fred Erickson
Marion Craft
File

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 0 1 1978
ENGINEERING SECTION

Trout

Do Not File
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Bring Up ___/___/___
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8204

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1978

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Long Prairie Road-Willow Flat Road
Mt. Hood Highway
Hood River County

TO: Marion Craft
Region 1 Construction Engineer

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
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ENGINEERING SECTION

Trout

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Material source needs for the project are estimated as follows:

Aggregate Base	21,000 c.y.
Paving Aggregates	37,000 c.y.
Loose Riprap Cl. 50 & 100	400 c.y.
Total	38,400 c.y.

The project is presently scheduled for contract letting in the 3rd quarter of 1978.

Please furnish us with material source sketch map, development plan and permit application unless commercial sources are to be used.

This data should be forwarded to us no later than March 1, 1978, so that preliminary plans may be completed.

OE RE RME RCE BE
TE RECEIVED RSM
UE JAN 16 1978 RSC
SO REGION 1 RBI
TO

FE:ab
cc: F. ERiksen

cc: Fred Eriksen -- this was forwarded to Don Adams - Pkg. Eng. They handle this portion of project.

8804

26

Salem, Oregon
November 18, 1977

Fred Eriksen
Design Engineer Supervisor

Kenneth Rolfe
Region I Right of Way Supervisor

Attention: Henry Brindley

Long Prairie Road-
Willow Flat Road Section
Mt. Hood Highway
Hood River County

Attached is a plan for an approach to the E.F. & L. Land property as proposed by Mr. Brindley. The approach is a spur off the East Fork Irrigation District access at ground level. The grading and surfacing cost is approximately $200.

As I mentioned to Mr. Brindley, when he proposed this access plan, a permanent easement from the Irrigation District would be needed for the area of the approach to be used by Mr. Land.

FE;ab
bc: Fred Eriksen

8804

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 2, 1977

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Ken Rolfe
Reg. R/W Supervisor

REGION I

SUBJECT: File 49749

Long Prairie Rd.-Willow Flat Rd. Sec.
Mt. Hood Highway
Hood River County

We have received confirmation from Design that this file has been eliminated by modifying cut-slope rounding requirements. We are hereby canceling the file.

File No.	Name	Area
49749	Land, Ernest and Frances L.	0.02 ac.

AE:nn
cc: Ed Hardt
F. Scott
Title
Appraisal
F. Lowe
A. Riveness

Done

Versteeg
Christensen
Georgs
Olson
Terpin
Sullivan
Scott
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ENGINEERING SECTION

Trout

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Bring Up ___/___/___
Action

8804

26

Salem, Oregon
Sept. 19, 1977

J. M. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

Long Prairie Rd.-Willow Flat Rd.
Section
Mt. Hood Highway
Hood River County

Attached are 2 more Files (3 Parcels) and an authorization covering an easement and construction permit (File 49901) and R/W for a County Road connection (File 49902).

R/W prints covering these two Files and the prior submittals will be delivered to your office today.

For your information the Final Design Unit is proposing a field check of the accesses, road approaches, frontage roads, etc. in the near future, which may require modification of the present proposed access list. Also, present R/W obligations for the project, which conflict with present plans, should be evaluated at the same time. It is presumed that a representative of the R/W Section will be in attendance.

A copy of the present proposed access list and indenture list is attached for your use until the field check is completed.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8804 26

Salem, Oregon
August 15, 1977

Fred Eriksen
Design Engineer Supervisor

Marion Craft
Region I Construction Engineer

Long Prairie Road-Willow Flat Road
Mt. Hood Highway
Hood River County

Attached is one copy each of two plans with cost estimates for access serving the properties south of Landfill Road.

The improvement of the highway grade in this area increases the height of fill across the front of these properties making the usual road approach method of access awkward. Fourteen percent approach grades as shown extend quite a way into the properties and will occupy quite a bit of lot area. Flatter grades would be more desirable but would worsen the situation.

The frontage road does not affect the properties as badly as the approaches, we believe. However, it would require additional taking from the ownership immediately south of Landfill Road. The construction costs are much less for the frontage road. Right of way costs have not been considered.

Please review the two proposals and give us your recommendation for access to these properties.

FE:az
cc: Frank Roberts

1 Vermeeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

2804

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 11, 1977

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Long Prairie Road-Willow Flat Road
Mt. Hood Highway
Hood River County

TO: MEMO TO THE FILES

Recently I discussed the status of soil investigation work on this section with Dan Gano, Region I Geologist.

Dan told me the drilling work was nearly complete. He said the soil samples confirmed prior assumptions and there were no indications of special problems.

Dan said the earthwork slopes used on the plans and cross-sections by the Location Section were appropriate for the soil conditions.

We have been trying to complete the determination of right-of-way needs for the project, but had delayed platting the slopes in the cut areas awaiting the completion of the soil study. Now, with Mr. Gano's assurance that the slopes used by the Location Section are appropriate, we can complete the determination of right-of-way needs.

The schedule for advancing this project to contract indicates the field work necessary for the determination of right-of-way needs should have been completed July 1, 1977.

1 Versteeg ✓
Olso
2 Chr[illegible]son
3 Scott
Swenson
Savage
Trout

RECEIVED
AUG 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ✓
Other

FE:az
cc: Ed Hardt
Frank Terpin
Fred Yarbrough
Dan Gano

8805 Rogue Valley Hwy. ● South Stage Rd. Sec. south of Medford (Grading & paving) 1978

8805

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

nig

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

4-23-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-23-80	T. P. Lowe, Area Engineer		ROS-37(5)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-13-79	8-23-79	83 %	30 days
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HWY at SOUTH STAGE ROAD
ROGUE VALLEY HIGHWAY
Grading & Paving

This project changed the existing split "T" intersection to a standard "T" intersection. Raised concrete islands were replaced with painted islands. Side traffic now must enter old Highway 99 at one location.

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-25
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION Original Signed By	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-23-80	TITLE Field Operations Engineer	DATE 4/24/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8805

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-153		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 2	4-8-80	Project Number ROS-37(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, ,19 78 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 57,270.00	$ 62,220.00
Federal funds	$ 51,540.00	$ 55,995.00
Other revisions		

This modification is made for the following reasons: To include approved increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of April ,19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. H. Moehring

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 7, 1980

Federal-Aid Project
No. ROS-37(5)

Rogue Valley Highway @ South Stage Rd. Section
Rogue Valley Highway in Jackson County

Revised Project Agreement Estimate

Type Code PE		
Preliminary Engineering		
Preliminary Engineering	All Required	$ 7,950.00
	Total	$ 7,950.00

Type Code Y070	
Removal of Obstructions	
Total the same as previous estimate of September 21, 1978	$54,270.00

Length of Project - - - - -0.0 miles

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 7,950.00	$ 7,155.00	$ 795.00
Removal of Obstructions	54,270.00	48,840.00	5,430.00
Total	$62,220.00	$55,995.00	$6,225.00

Group 1 - 100%
Prefix 15-1949
Prefix 15-1005
Contract No. 8805

8805 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-78		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 1	10-13-78	Project Number ROS-37(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000	$ 57,270
Federal funds	$ 2,700	$ 51,540
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, September 21, 1978

Federal Aid Project
No. ROS-37(5)

ROGUE VALLEY HIGHWAY AT SOUTH STAGE RD. SECTION
ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering			
Preliminary Engineering			$ 3,000.00
Type Code Y104			
Removal of Obstructions			
Mobilization	All Required		$ 4,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	281 Sq.Ft.	$ 7.00	1,967.00
Temporary Barricades	7 Each	100.00	700.00
Flagmen	300 Hour	18.00	5,400.00
Removal of Structures and Obstructions	All Required		4,000.00
General Excavation	520 Cu.Yd.	8.00	4,160.00
Aggregate Base	600 Ton	11.00	6,600.00
Class "B" Asphalt Concrete	600 Ton	24.00	14,400.00
Removal of Illumination Installations	All Required		900.00
			$46,127.00
Additional Items			
Temporary Erosion Control	All Required		$ 500.00
Permanent Pavement Striping	All Required		1,000.00
			$ 1,500.00
	Subtotal		$47,627.00
	Engineering		6,904.80
	Total		$54,531.80
Salvaged Luminaire Poles	1,400 Lbs.	0.187	(261.80)
	Total		$54,270.00

Length of Project - - - - 0.0 miles

Work Retained in Program Status
(Not included in totals below.)

Permanent Signing	All Required	$ 300.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 2,700.00	$ 300.00
Removal of Obstruction	54,270.00	48,840.00	5,430.00
Total	$57,270.00	$51,540.00	$5,730.00

Group 1 - 100%
Prefix: 15-1949
Prefix: 15-1005
Contract No. 8805

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-120	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-14-78	State: Oregon County: Jackson Project No.: ROS-37(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Jct. Co. Rd. 1.7 miles south of Medford SCL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-26-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,000.00	$ 2,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Service Engineer
(Title)

By H. E. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Unit
ROS-37(5)

Rogue Valley Hwy. @ South Stage Rd. Section
Jackson County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	Total	$3,000.00

Length of Project . . . . . 0.0 mile

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 2,700.00	$ 300.00
Retain in Right-of-Way Program	2,000.00	1,800.00	200.00
Retain in Program (Contract Work)	30,000.00	27,000.00	3,000.00
Total	$35,000.00	$31,500.00	$3,500.00

Prefix 015-1949
Group 1

RHZ:cw

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8805 LETTER OF APPROVAL AND/OR AUTHORIZATION

12-21-79

FEDERAL AID PROJECT NO. ROS-37(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70533

COUNTY NAME Jackson

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
JAN 8 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-8. OW

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-23-79	Primary 37	Primary 63

GENERAL LOCATION:

Rogue Valley Highway at South Stage Road

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979 I approve the revised preliminary engineering costs to a TEC of $7,155 with Federal participation limited to $7,950.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-21-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-015

August 28, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8805 awarded to Rogue River Paving Co., Inc., for work on the Rogue Valley Highway at South Stage Road in Jackson County was completed June 13, 1979, and accepted by the State Highway Engineer on August 23, 1979.

Final payment in the amount of $2,710.70 will be released to the contractor after September 4, 1979. The total contract amount is $49,036.95 including $608.85 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

U. S. GOVERNMENT PRINTING OFFICE: 1976—626-965

1805

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

IN COMPANY WITH: Bill Maude, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-15-79	T. P. Lowe, Area Engineer	ROS-37(5)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	83 %	100 %

ROGUE VALLEY HWY. at SOUTH STAGE ROAD
ROGUE VALLEY HIGHWAY
Grading & Paving

Project Description

This project changed the existing split "T" intersection to a standard "T" intersection. Raised concrete islands were replaced with painted islands. Side traffic now must enter old 99 at one location.

Findings

The completed work appears in conformance with the project plans and acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 22'79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-22
cf

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8805

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 5'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

DATE: July 19, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. ROS-37(5)

Contract 8805, Work Completed June 13, 1979

Project Rogue Valley Hwy. @ S. Stage Rd.

Highway Rogue Valley

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 15, 1979

G. K. Hansen
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
OCT 1 1979
CONSTRUCTION BRANCH
Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

8805

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Highway @ South Stage Road		WEEK ENDING: June 30, 1979
		SECTION PREFIX: 15-1005
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Rogue Valley Highway @ S.Stage Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rogue River Paving Co. Inc.	CONTRACT NUMBER: 8805	FEDERAL AID PROJECT NUMBER: ROS-37(5)
DATE OF CONTRACT: August 28, 1978	DATE WORK STARTED: May 29, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 30	CALENDAR DAYS USED 25
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 83
PROJECT AUTHORIZATION: $54,614.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $49,821.92	ENGINEERING AUTHORIZATION $4,792.70	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,821.92	ENGINEERING COST TO DATE $4,264.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: June 13, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 2 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on June 13, 1979. The semi-final estimate is being assembled in the office.

SIGNED John Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8805

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1978

Rogue River Paving Co., Inc.
P. O. Box 1366
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8805 for work on the Rogue Valley Highway at South Stage Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhs
Enclosure

cc United Pacific Insurance Company
Portland and Tacoma

C. T. Keasey
Walt Hart
Robert Church
Alfred Shirley
Wm. Maude
Jim Kimms

TO: Hansen & Rowland
P.O. Box 1633
Tacoma, Wash. 98401

FROM: Rogue River Paving
P.O. Box 1386
Medford, ORE. 97501

SUBJECT: Performance Bond - Contract # 8805

DATE: 9-2-78

MESSAGE

Please execute Performance & Payment bonds on this project & mail them to:

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

SIGNED Richard E. Wright

DATE

REPLY

TO: Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RECEIVED
SEP 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Dear Sirs:

In accordance with the request of the contractor, enclosed are the duly signed and executed Performance Bonds for Contract No. 8805.

SIGNED Karen Smith - Hansen & Rowland, Inc.

NATIONAL SNAP-A-PART 47-213

THIS COPY FOR PERSON ADDRESSED

MADE IN U. S. A.

8805

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
SAIF
Fran

August 30, 1978

Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the Rogue Valley Highway at South Stage Road in Jackson County for the sum of $46,127 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8805.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (221 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 12, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8805

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM D. E. Swan
Federal Aid Manager

SUBJECT Rogue Valley Highway @ South Stage Road
Oregon Project No. ROS-37(5)

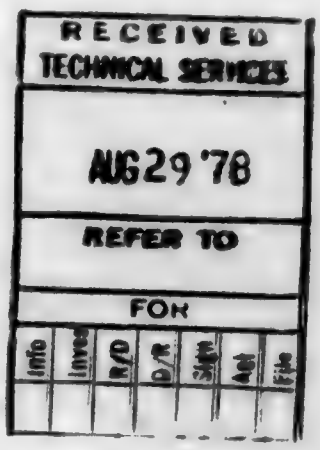
Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 24, 1978 with Rogue River Paving Co. Inc. of Medford submitting the low bid in the amount of $46,127.00, which is $6,023.00 or 15% over our Engineer's estimate of $40,104.00. No other bids were received for this project.

In developing the Engineer's estimate for this project a misunderstanding occurred in the haul distance required to bring aggregates and asphalt onto the job. We had used 2 miles (closest supplier who, as it turns out to be, only has his office at that distance), instead of 10-17 miles as is the actual material haul mileage. This makes a $4.50 C.Y. difference in haul costs, therefore, the bid prices are within reasonable limits.

Also, the item "Removal of Illumination Installation" was underestimated because we anticipated laborers would dismantle rather than licensed electricians.

Based on the above, the small difference between the Engineer's estimate and the actual bid ($6,023), the inflating construction industry cost between this bid and a month or two to get new bid and the extra cost of readvertising for new bids, we feel that it is in the public interest to award the contract to the low bidder.

DAR:dmc
cc: E. S. Hunter
C. T. Keasey
J. H. Versteeg



8805

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-25-78

FEDERAL AID PROJECT NO. ROS-37(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70533

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-2-78	Primary 37	Primary 63

GENERAL LOCATION: Rogue Valley Hwy at South Stage Road

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-2-78 letter, I approve the program change to change appropriation code for the subject project from 144 to 146.

NOTED
F. B. KLABOE

Swan 8-28

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-25-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8805 7-3-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-37(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70533

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Primary 37	Primary 63

GENERAL LOCATION:
Rogue Valley Highway at South Stage Road

GENERAL DESCRIPTION OF WORK:
Removal of Roadside Obstructions

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $500.
Permanent Pavement
Striping (SF) $1,000.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $47,352 Federal Funds $42,616.

A signed copy of the Title Sheet is returned herewith.

Swan
8-23

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8805 63

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Donald L. Rant

8-24-78 Bid Letting _____ All Clear Deadline

SECTION ROGUE VALLEY HWY. AT S. STAGE RD. (M.P. 9.69-9.89)
Highway Rogue Valley
County Jackson Region 3
Type of Work Island Removal Funds ROS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution					
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

8805

63

SALEM, OREGON
June 28, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

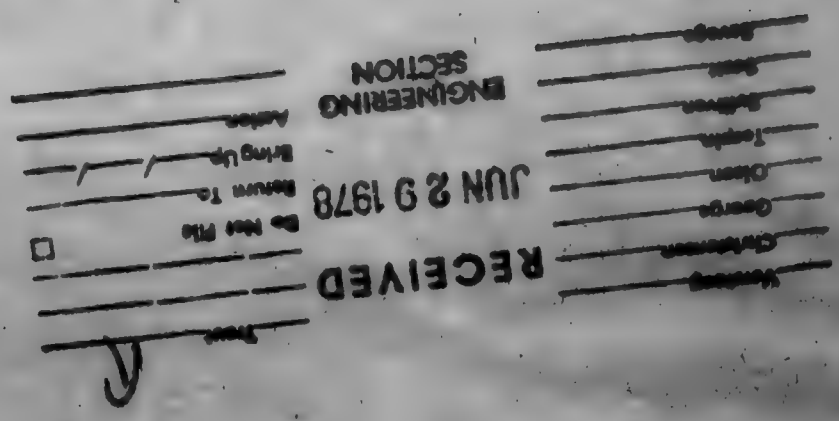
Donald E. Shaffer

Rogue Valley Highway @
South Stage Road
Rogue Valley Highway
Jackson County

In response to your recent letter on the subject project , we are not proposing to move the existing traffic lanes. We are merely removing a raised median and replacing it with a painted refuge, through travel lanes will remain where they are.

The project is contained within the present curbs and right-of-way. Funding and right-of-way are not available for widening the section to provide an area for bikeways.

DOC:ck
cc: F. E. Terpin
L. E. George



8805

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 28, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project ROS-37(5)
Rogue Valley Hwy. at S. Stage Rd. Section
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

As requested in Mr. D. O. Christensen's letter of June 19, I concur that it is in the public interest to salvage the luminaire poles as stated.

for G. L. Green

cc:
Mr. D.O. Christensen (Design)
Mr. D.E. Swan (Proj Mgt)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 29 '78
REFER TO
FOH
Info | Invest | R/D | D/R | Sign | Act | File

8805

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 19, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

RE: Rogue Valley Highway @ South Stage Road Section
Rogue Valley Highway
Jackson County

This ROS project will remove existing concrete islands, luminaire poles and reconstruct South Stage Road to approximately a right angle connection.

We propose to require the contractor on the project to remove the four steel luminaire poles and haul them to the Central Point Maintenance Yard. The poles will be unloaded by State Maintenance Forces.

The project will be credited in the amount of $0.187 per pound for the poles salvaged. This sum was arrived at as follows:

1. Scrap value of steel luminaire poles=$0.015 per pound

2. Extra cost to the contractor for hauling to the Maintenance Yard = $0.172 per pound.

   Steel Luminaire poles - 1400 lbs @ $0.187 = $261.80.

RECEIVED
TECHNICAL SERVICES
JUN 20 '78
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Appl | File

Form 81-734-3122

Initially the project will be credited for $261.80. The credit to the project will be adjusted when the acutal amount of material salvaged and delivered to the maintenance yard is determined.

This proposal has been discussed by telephone and tentatively approved by Mr. Hossner of the Federal Highway Administration.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:
Duane O. Christensen

Duane O. Christensen
Final Design Engineer

CC; E. S. Hunter
Gerald Wimer
Robert Schroeder
Alfred Shirley
Jack Sullivan
Fred Eriksen

DOC:ck

9-26-77

S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO.
ROS-37(5)

STATE PROJECT NO.
See below

L. Green, Division Administrator
lem, Oregon

PROGRAM NO.

ITEM NO.
70533

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '77

PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-26-77	Primary 37	Primary 63

RAL LOCATION:
Rogue Valley Highway @ South Stage Road Section"

REFER TO Mathews FOR

Info	Inve.	R/D	D/R	Sign	Act.	File

RAL DESCRIPTION OF WORK:
Preliminary Engineering

ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $3,000 - FF $2,700
including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

ARKS
s requested in Mr. Swan's 9-1-77 letter.

E	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-77	D. K. Swan	for Division Administrator

PR-1240 (8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—651-988

8805

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: OR 99, Rogue Valley Highway

DATE: August 16, 1977

The state has reviewed your project and reached the following conclusions:

8/18/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 3 Engr.
Dist. 8 Engr.
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

[x] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S.COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7707 2 720

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
AUG 22'77
REFER TO
B.L. GIFFORD
FOR
INFO | INVES | R/D | DIR | SUP | ACT | FILE

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

8805 (#2)

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 8, 1977

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
Jackson County Courthouse
Medford, OR 97501

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: Rogue Valley Hwy. @ S. Stage Rd.
Highway: Rogue Valley
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 12, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
A. Shirley, Jr., Reg. 3
G. T. Thornton, Dist. 8
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Dept. of Transportation | [45 | 46] DIVISION: Highway | [79

03 | 12] APPLICANT ADDRESS STREET: DOT Building | [45 | 46] CITY: Salem | [60 | 76] ZIP: 97310 | [80

04 | 12] CONTACT PERSON: D. H. Moehring | [45 | 46] AREA CODE: 503 | [48 | 49] PHONE: 378 | [55 | 56] EXTENSION: 6563 | [59

01 | 12] PROJECT TITLE: Rogue Valley Hwy. @ S. Stage Rd. | [71

11 | 12] PROJECT LOCATION—CITY: OR 99 Rogue Valley Hwy. | PROJECT LOCATION—COUNTY: Jackson | PROJECT LOCATION SEC: 5 T: 38S R: 1W | [79

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] Remove existing curbed islands, relocate luminair, cut and rebuild | [71

07 | 12] curbs, curb returns, repave and paint channelization markings. | [71

08 | 12] (See attached sheets) | [71

09 | 12] | [71

10 | 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
18,900	---	2,100	--	--	21,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) | [79 | [71

14 | 12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways

15 | 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation | [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration | [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes XX 29 No ☐ 30 Date: July 8, 1977

(D) REVIEW REQUIRED by A-95: Yes XX 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No XX 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No XX 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42] Aug. | 43] DAY [44] 12 | 45] YEAR [46] 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 8, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon Action Plan.

CATEGORY 3 PROJECT

Non-Major

205-37(-)

70533

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 11, 1977

Section Rogue Valley Hwy. @ So. Stage Rd Unit (if appl) N/A

County Jackson City southeast of Medford

Highway Rogue Valley State Hwy. No. 63

Termini: M.P.(if appl) 9.69 - 9.89 Length Intersection area

Region 3 Construction Estimate _____ Program Amount

B. Purpose of Project:

Remove hazardous obstacles (luminair, curbs, and islands) and upgrade channelization at this highway and county road intersection. Replace raised islands with traffic markings and illuminate.

C. Origin & History of Project:

The original 22-foot wide PCC pavement in this area was constructed in 1926. Then in 1945 this concrete strip was overlayed with asphaltic concrete and widened to 4 lanes with a 1 foot median, except where left turn lanes have been provided at major road connections such as this intersection. So. Stage Rd. is a southern circumvential valley floor route serving numerous rural residentially developed areas and connects at its westerly end with the Jacksonville Hwy. at Jacksonville. Requests and investigation to correct this condition have been occurring since the early part of 1974.

D. General Description of Project:

Remove existing curbed islands, relocate luminair, cut and rebuild curbs and curb returns and repave and paint channelization markings. To accomplish this work, a survey will be required to determine highway and county road center lines and establish existing right of way. Property investigation will be required to acquire an adequate parcel for existing encroachment and curb construction.

Alignment: New _____ Existing x Combined _____

Typical Section: Existing: No. Lanes 4 ; Med. 14' ; Shldrs. ____ ; Parking None Shy to curb

Proposed: No. Lanes " ; Med. 16' ; Shldrs. 3' ; Parking None

Traffic: Existing Facility: Existing ADT 12,600 ; Projected ADT _____ ; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____ ; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 0.15; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources will be used for surfacing material.
Waste area for curbs and surfacing will be provided for on state controlled lands under the District Engineer's direction.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any:

on PMS-018, request for survey authorization prepared 1/77.

Location or Design Alternatives (identify and describe):

Existing typical section does not have standard curb shy distance (3'-4'). Section should be widened through this intersection area to provide such safety clearance. Strip R/W would be required.

Other Descriptive Information or Comments:

This intersection has a history of accidents, near misses, vehicle damage (running over curbs and colliding with luminair) inadequate illumination making it difficult to negotiate left turns during adverse weather conditions, and sight distance problems. Widening, island and curb removal, rechannelization and improved illumination would help resolve these difficulties.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located between Medford and Phoenix on the old Pacific Highway which serves as the main business route through the Rogue Valley. Bear Creek drainage, running through the valley in a northwesterly direction, lies between this highway and the freeway (now the Pacific Highway) easterly. The terrain in this area is relatively flat with a gentle rise in grade going southerly into the Siskiyou Mountains. The grade changes drastically just north of Ashland achieving a 6% grade to pass over the Siskiyou Summit 22 miles to the south. The only flora in the immediate area are the orchards scattered along this route and planted shrubs, flowers and trees where improvements have been made.

2. Cultural:

In the immediate area to the west of the project, the land is zoned industrial and to the east for agriculture. The pear industry is the dominant factor and most businesses are geared to growing, storage, packing and shipping this product. The railroad lies just a short distance to the west and parallels the highway throughout the valley floor for most part, thus creating desirable commercial development opportunities.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

R/W to be acquired is a parcel presently utilized by vehicles making turning movements which was never purchased by fee title according to records. To correct the use of private property for public roadway is the intent of R/W purchase.

2. Estimated Impact on Traffic Patterns:

No traffic pattern changes.

Consequences--Air Quality, Noise, Safety, etc.:

No apparent changes.

3. Estimated Impact on Land Use:

None

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Concern:

Public safety regarding obstructions in roadway.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No disagreement.

b. Noise Standards

This project is unrelated to traffic noise increases, hence, no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Consistent with plans and zoning.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	xx ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 xx 3 ____ 4

OREGON STATE HIGHWAY DIVISION
PROJECT SKETCH MAP
ROGUE VALLEY HWY. SO. STAGE RD. SECTION
ROGUE VALLEY HWY. JACKSON COUNTY
JANUARY 1977 SCALE: 1"=1 Mile

8805

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 23, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Rogue Valley Hwy. @ S. Stage Rd.
Rogue Valley Highway
Jackson County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 06 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

RECEIVED
STATE HWY ENG
JUN 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley
District 8: G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

Approved 6/22/77

Asst. State Hwy. Eng

81.125. 307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 14, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project ROS-37(-)
Project Assessment
Rogue Valley Hwy. at Stage Rd.
Jackson County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' February 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Ferguson
for G. L. Green

cc:
OSHD (Potter)
" (Region 3, Englemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8805

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 14, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project ROS-37(-)
Project Assessment
Rogue Valley Hwy. at Stage Rd.
Jackson County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' February 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kaysen
for G. L. Green

cc:
OSHD (Potter)
" (Region 3, Englemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8806 Maple Lane–Hamilton Lane 1978
(Grants Pass Vic.) of Rogue Valley
Hwy. (Grading & paving)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

cc: State (H. S. Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-1-79	T. P. Lowe, Area Engineer	HHS-39(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-11-79	1-22-79	17 %	100

APPROVED EXTENSIONS	LOCATION
None	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED STATE HWY ENGR OCT 10 '79 REFER TO Materials FOR Sign O/R Proj Info

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAPLE LANE-HAMILTON LANE (GRANTS PASS)
ROGUE RIVER HIGHWAY 99
Grading and Paving

10-10 ck

The project provided for minor shoulder widening, overlay paving, and striping to produce two 12-foot lanes, a 14 foot continuous left-turn bay, and 6-foot shoulders along the subject section.

Several sections of culvert pipe were necessary and the Assistant Resident Engineer informed that all certification had been reviewed.

The "B" mix asphaltic concrete produced (8,300 T.) was generally within specification (one test slightly failed gradation), and core results show that compaction basically ranged from 92 to 97 percent of the relative maximum density.

The pavement riding quality was excellent. There were no problems meeting surface tolerance requirements.

All signing, striping and delineation observed was adequate.

The Resident informed me that contract cost underran by 25 percent and engineering b6 40 percent. This was due to the expeditious manner in which the work was completed.

There are no anticipated claims for this project.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER G. K. Hossner	
TITLE: Area Engineer	DATE: 10-3-79	TITLE: Field Operations Engineer	DATE: 10-3-79

8806

60

Salem, Oregon
April 3, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Keith Martin
Resident Engineer

Maple Lane - Hamilton Lane Section
Rogue River Highway
Josephine County

The "As Constructed Narrative" report indicates work on the project went smoothly and quite rapidly. It was convenient that the contractor was agreeable to using the plan earthwork figures and you did not have to stake the excavations. It seems you had a good contractor who knew what he was doing.

The addition of the median left turn lane through this section should help improve the local traffic situation. Hopefully, our credibility with the public is improving as these local projects are completed.

FE:mw
cc: Alfred Shirley

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 0 3 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8806

January 24, 1979

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8806 awarded to Copeland Paving, Inc., for work on the Maple Lane-Hamilton Lane Section of the Rogue River Highway in the vicinity of Grants Pass, Josephine County, was completed on October 11, 1978, and accepted by the State Highway Engineer on January 22, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 29, 1979.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Copeland Paving, Inc.
695 S.E. "J" Street
P. O. Box 608
Grants Pass, OR 97526

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8806

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 26, 1979

FROM: C. T. Keasey
Construction Engineer
R D Church for

SUBJECT: Highway Project
Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract	8806 , Work Completed October 11, 1978
Project	Maple Lane - Hamilton Lane (Grants Pass)
Highway	Rogue River
County	Josephine
Type of Work	Grading and Paving
Contractor	Copeland Paving, Inc.
Recommended Acceptance Date	January 22, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-23-79

Letter to surety
1-24-79 dda

8806

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Maple Lane-Hamilton Lane (Grants Pass Vicinity)	WEEK ENDING: 18 November 1978
		SECTION PREFIX: 17-1097
	HIGHWAY: Rogue River	COUNTY: Josephine
NAME OF JOB: Maple Lane-Hamilton Lane	KIND OF WORK: Grading and Paving	
CONTRACTOR: Copeland Paving	CONTRACT NUMBER: 8806	FEDERAL AID PROJECT NUMBER: HHS-39(2)
DATE OF CONTRACT: 28 August 1978	DATE WORK STARTED: 11 September 1978	ESTIMATED COMPLETION DATE: 31 October 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: WORK 180	WORK DAYS USED / CALENDAR DAYS USED: WORK 31
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 17.2%
PROJECT AUTHORIZATION: $ 278,817.86	ENGINEERING AUTHORIZATION: $ 22,108.91	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 256,708.95	ENGINEERING COST TO DATE: $ 9,550.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 75%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 208,289.10		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~EXCESS~~ UNDERRUN . . . . . 19 %	PERCENT OF AUTHORIZATION 43.2%	31 October 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.97	0.97			0.97
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.97	0.97			0.97
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1338 CY	2600 T			8400 T
TOTAL QUANTITIES CORRECTED TO DATE			1338 CY	2144 T			8320 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1338 CY	2144 T			8320 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

No Activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Clear, Cold	0		
MONDAY 13	Clear, Cold	0		
TUESDAY 14	Clear, Cold	0		
WEDNESDAY 15	Showers, Cold	0		
THURSDAY 16	Cloudy, Showers	0		
FRIDAY 17	Cloudy, Mild	0		
SATURDAY 18	Cloudy, Mild	0		

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
NOV 22 1978
CONSTRUCTION BRANCH

Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No Activity
MONDAY 13	No Activity on project all week.
TUESDAY 14	Final Inspection of project by Vince Tabor of FHWA and Jim Gix Region Construction Engineer.
15 WEDNESDAY	State Forces on project installing Bikeway Signing.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: 3rd Notification pending receipt of material certifications.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8866 11-15-78 STATE COPY

cc: OSHD (H S Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Josephine	Oregon

IN COMPANY WITH

J. Gix, Reg Constr Engr; K. Martin, Res Engr; M. Anhorn, Asst Res Engr; OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-15-78	Vincent Tabor, Asst Area Engr	HHS-39(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	17.5 %	100 %

MAPLE LANE-HAMILTON LANE (GRANTS PASS)
ROGUE RIVER HWY 99
Grading & Paving

The project provided for minor shoulder widening, overlay paving, and striping to produce two 12-ft. lanes, a 14-ft. continuous left-turn bay, and 6-ft. shoulders along the subject section.

Several sections of culvert pipe were necessary and the Assistant Resident Engineer informed that all certification had been received.

The "B" mix asphaltic concrete produced (8,300 T.) was generally within specification (one test slightly failed gradation), and core results show that compaction basically ranged from 92 to 97% of the relative maximum density.

I noted that pavement riding quality was excellent. There were no problems meeting surface tolerance requirements.

All signing, striping and delineation observed was adequate.

The Resident informed me that contract cost underran by 25% and engineering by 40%. This was due to the expeditious manner in which the work was completed.

There are no anticipated claims for this ppoject.

Acceptance is recommended.

STATE HWY ENGR
NOV 24 '78
11/24 by Kersey
REFER TO
FOR
Info | Inves | R/D | D-R | Sgr | Act | File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8806

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 24 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: November 2, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
H.S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. - HHS-39(2)

Contract 8806, Work Completed 10/11/78

Project Maple Ln.-Hamilton Ln. (Grants Pass)

Highway Rogue River

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-20-78

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey — Jackmond — Hopkins — Williams — Johnsen — Glenn
RECEIVED
NOV 22 1978
CONSTRUCTION BRANCH
Richards — Berg — Inlow — Widmer — Gebauer — Church

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-1-78

FEDERAL AID PROJECT NO. HHS-39(2)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-17

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	10-16-78	Primary 39	Primary 60

GENERAL LOCATION:
Maple Lane - Hamilton Lane (Grants Pass) Section

GENERAL DESCRIPTION OF WORK:
Furnish and install bikeway signing and stripe.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - PROCEED ON AN AGREED
- ☐ OF BIDS
- ☒ PRICE BASIS OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-16-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $950 - Federal Funds $855.

NOTED
F. B. KLABOE

11-3

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-1-78	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8806

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1978

Copeland Paving, Inc.
695 S. E. "J" Street
P. O. Box 606
Grants Pass, OR 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8806 for work on Maple Lane-Hamilton Lane Section of Rogue River Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm
Enclosure
cc Transamerica Insurance Co.
900 S. E. Multnomah
Portland, OR 97232

Transamerica Insurance Co.
1150 S. Olive St.
Los Angeles, CA 90015

C. T. Kassay
Walt Hart
Robert Church
Jim Kimm
Alfred Shirley
Keith Martin

Lloyd Building, 700 N.E. Multnomah Portland, Oregon 97232
288-6571

Transamerica Insurance Group

Property and Casualty Insurance from Transamerica Corporation

Transamerica Insurance Company
Wolverine Insurance Company
Premier Insurance Company
Riverside Insurance Company
Canadian Surety Company
Automotive Insurance Company

September 20, 1978

State of Oregon
Highway Department
Transportation Department
State Highway Department
Salem, Oregon 97310

ATTENTION: MR. CULP

RE: COPELAND PAVING, INC.
JOSEPHINE COUNTY
ROGUE RIVER HIGHWAY
CONTRACT NO. 8806

Dear Mr. Culp:

Enclosed are the executed performance bonds for this account.
I trust that you will find everything in order.

Regards,

Debbie Montgomery

Debbie Montgomery
Bond Department

NOTED
C. W. HEAD

RECEIVED
SEP 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2806 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-2-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-39(2)

STATE PROJECT NO. See below

COUNTY NAME Josephine

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-17

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	9-18-78	Primary 39	Primary 60

GENERAL LOCATION:

Maple Lane-Hamilton Lane (Grants Pass) Section

GENERAL DESCRIPTION OF WORK:

Remove and install existing signs and install new signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~A PROJECT BASIS~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-18-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $830 - Federal Funds $747.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8806

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-217		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 1	9-22-78	Project Number HHS-39(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000	$ 279,800
Federal funds	$ 9,000	$ 251,820
Other revisions		

This modification is made for the following reasons:

Including construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green
(Division Administrator)
G. L. Green
Division Administrator

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 893-813

File

Oregon State Highway Division
Salem, Oregon, September 18, 1978

Federal Aid Project
No. HHS-39(2)

Maple Lane - Hamilton Lane Section
Rogue River Highway in Josephine County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$11,400.00

Typy Code Y008
Channelization

Furnishing Field Laboratory	1 Each	2,000.00	$ 2,000.00
Mobilization	All Required		4,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	149 Sq.Ft.	10.00	1,490.00
Temporary Barricades	6 Each	100.00	600.00
Temporary Plastic Safety Markers	30 Each	70.00	2,100.00
Temporary Delineators	50 Each	20.00	1,000.00
Flagmen	480 Hour	19.00	9,120.00
General Excavation	1,338 Cu.Yd.	7.75	10,369.50
Watering	50 M-Gal.	10.00	500.00
Aggregate "B" Asphalt Concrete Mixture	8,400 Ton	12.50	105,000.00
Asphalt Cement in Mixture	550 Ton	120.00	66,000.00
Asphalt in Tack Coat	6 Ton	175.00	1,050.00
24-inch Culvert Pipe	12 Lin.Ft.	25.00	300.00
Extra for Asphalt Approaches	39 Each	150.00	5,850.00
Adjusting Manholes	4 Each	250.00	1,000.00
Adjusting Inlets	5 Each	300.00	1,500.00
			$233,479.50

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
Permanent Pavement Striping	All Required	2,100.00
Bikeway Pavement Markers	All Required	400.00
		$ 3,000.00
Subtotal		$236,479.50
Engineering		31,920.50
Total		$268,400.00

Oregon State Highway Division
Salem, Oregon, September 18, 1978

Federal Aid Project
No. HHS-39(2)

Length of project - - - - - - - - - - - - - - - 0.0 miles

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 1,850.00
Bikeway Signs	All Required	550.00
Roadside Seeding & Mulching	All Required	500.00
Maintenance of Existing Surfacing	All Required	5,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,400	$ 10,260	$ 1,140
Channelization	268,400	241,560	26,840
Total	$279,800	$251,820	$27,980

Group 1 100%

Contract No. 8806

Prefix 17-1917

Prefix 17-1097

Oregon State Highway Division
Salem, Oregon, September 18, 1978

Federal Aid Project
No. HHS-39(2)

Nonparticipating - Statework

Setting Mailbox Posts	13 Each	75.00	$ 975.00
Furnish Mailbox Posts	6 Each	50.00	300.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-118	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-78	State: Oregon County: Josephine Project No.: HHS-39(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Maple Lane (Grants Pass), south 0.87 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-12-77	0.87
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000.00	$ 9,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Service Engineer
(Title)

By H. L. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Project
No. HHS-39(2)

Maple Lane - Hamilton Lane Section
Josephine County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$10,000.00
	Total	$10,000.00

Length of Project . . . . . 0.87 mile

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Retain in Program (Contract Work)	140,000.00	126,000.00	14,000.00
Total	$150,000.00	$135,000.00	$15,000.00

Prefix 017-1917
Group 1

RHZ:cw

8806

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Keith Martin
SAIF
Fran

August 29, 1978

Copeland Paving, Inc.
695 S.E. "J" Street
P. O. Box 608
Grants Pass, OR 97526

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the Maple Lane-Hamilton Lane (Grants Pass Vicinity) Section of the Rogue Valley Highway in Josephine County for the sum of $234,454.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8806.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8806

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 24, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 24 on the following projects:

1. Vineyard Rd, Naef Rd & Boardman Ave
   FAP No. SOS-0300(6)
   Clackamas County

   Grading and paving

   Four-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Warren-Scappoose
   Columbia River Highway
   Columbia County

   Grading, paving and structures

   Eight-foot shoulders to be striped and signed as a Class III bikeway.

3. Koosbay Blvd at Bayshore Drive
   FAP No. M-2661(1)
   Coos County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Little Deschutes River (Montgomery) Bridge
   FAS B 345
   Deschutes County

   Bridge repair

   Same as No. 3.

5. Cabin Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Grading

   Same as No. 3.

6. 12th St & Hall Ave (Prairie City)
   FAP OS 1202(1)
   Grant County

   Base and paving.

   Same as No. 1

7. Snabel Creek, Bologna Creek and Bone Creek Bridges
   John Day Highway
   Grant & Wheeler Counties

   Structures

   Same as No. 1.

8. Long Prairie Road-Willow Flat Road
   Mt. Hood Highway
   Hood River County

   Grading and paving

   Six- and eight-foot shoulders to be striped and signed as a Class III bikeway.

9. Rogue Valley Highway at South Stage Road
   FAP ROS-37(5)
   Jackson County

   Grading and paving

   Grading and paving incidental to removal of roadside obstacles.

   Same as No. 3.

10. Maple Lane-Hamilton Lane (Grants Pass vicinity)
Rogue Valley Hi hway
Josephine County

Paving

Six-foot shoulders to be signed and striped as Class III bikeway.

11. Lone Tree Bar State Park
Marion and Yamhill Counties

Paving and buildings

Bikeways will be constructed under later contracts.

12. SE Yamhill St-SE Powell Blvd
East Portland Freeway
Multnomah County

Grading, paving and structures

Intermittent sections of Class I bikeway to be constructed on this project. Bikeway will be completed under later contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8806

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-39(2)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-17

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Primary 39	Primary 60

GENERAL LOCATION:
Maple Lane - Hamilton Lane (Grants Pass) Section

GENERAL DESCRIPTION OF WORK:
Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

Temporary Erosion Control $500.
Permanent Pavement Striping--
$2,100.
Bikeway Pavement Markers (SF) $400.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $288,513 - Federal Funds $259,661.

A signed copy of the Title Sheet is returned herwith.

Swan
Wilmot
8-2

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2566

60

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/26/78
Donald R Pratt

8-24-78 Bid Letting _____ All Clear Deadline

SECTION MAPLE LN.-HAMILTON LN. (GRANTS PASS VIC.)
Highway Rogue River
County Josephine Region 3
Type of Work O'Lay & Lt. Turn Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide.
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8806

63

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 5, 1978

FROM: Frank E. Terpin
Location Engineer

TO: J.H. Versteeg
Head of Engineering

SUBJECT: Maple Lane-Hamilton Lane
Rogue Valley Highway
Josephine County
Prefix 17-1917

The subject project has been held in Location Office until completion of updated cost-benefit study. The current study indicates that the project as located will have a satisfactory ratio. Therefore the project should be advanced to P.S. & E. at the estimated cost of $275,000.00.

Geo. Wills
Location Field Engr.

by: P.L. Carstensen
Cost & Records Spec.

cc: Alfred Shirley
R. Bladorn

H

REFERRED TO
Return Blueline Bo Copy Do
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 05 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

8806

9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-39(2)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-17

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 14 '77
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-12-77	Primary 39	Primary 60

GENERAL LOCATION:

"Maple Lane-Hamilton Lane (Grants Pass) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC NTE $10,000 F.F. $9,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-23-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested, in Mr. Swan's 8-23-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-77	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-055

8807 Lone Tree Bar State Park 1978
near Wheatland Ferry
(Grading, paving & facilities)

8807

February 7, 1980

Safeco Insurance Company
1500 S. W. 1st Avenue
Portland, OR 97201

COM 5
#8807

Gentlemen:

Contract No. 8807 awarded to Gervais Construction Co., for work in Lone Tree Bar State Park in Marion and Yamhill Counties was completed on August 6, 1979, and accepted by the State Highway Engineer on February 5, 1980.

Final payment in the amount of $16,020.37 will be released to the contractor after February 12, 1980. The total contract amount is $391,806.01 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkm

cc Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, OR 97071

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

#8807

924-2709

OREGON STATE HIGHWAY DIVISION

P.O. BOX 14030
SALEM, OREGON 97310

JANUARY 28, 1980

VICTOR ATIYEH
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, Oregon 97071

Lone Tree Bar State Park
Marion & Yamhill Counties
Contract # 8807

Gentlemen:

It appears evident that the extruded curb work done on this project was subcontracted without the consent of the State. The payrolls you submitted for this work listed employees of Cushing & Hicks. This was a direct violation of your contract. Section 108.01 of the Standard Specifications for Highway Construction states in part,"No portion of the contract shall be submet, subcontracted, or performed by others than the contractor's own organization except with the written consent of the Division."

The State will make payment for the completed work. However, continued or future violations may jeopardize your prequalification and your right to bid on future projects. ORS 279.037 states that a public contracting agency MAY disqualify any person as a bidder if the agency finds...

"(d) the person has repeatedly breached contractual obilgations to public and private contracting agencies."

Yours very truly,

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

NOTED
R. W. GORMSEN

JW/dg

R. Gormson, Comm. Services
C. Baker, Parks
Wm. F. Nessly, Dept. of Justice
Region II
J. Widmer, Construction

Form 81-734-3122

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LONE TREE BAR STATE PARK		WEEK ENDING: 8/11/79
		SECTION PREFIX: 924-2709
HIGHWAY: ----------		COUNTY: MARION & YAMHILL
NAME OF JOB: LONE TREE BAR STATE PARK	KIND OF WORK: GRADING, PAVING, FACILITIES	
CONTRACTOR: GERVAIS CONSTRUCTION CO.	CONTRACT NUMBER: 8807	FEDERAL AID PROJECT NUMBER: HCRS-41-01025
DATE OF CONTRACT: 8/28/78	DATE WORK STARTED: 9/6/78	ESTIMATED COMPLETION DATE: 7/31/79
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 1 SUPERVISION	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS	WORK DAYS USED: LIQUIDATED DAMAGES 37 Days.
	SPECIFIED COMPLETION DATE: 6/30/79	PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $ 444,716.87	ENGINEERING AUTHORIZATION $ 32,381.91	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 412,334.96	ENGINEERING COST TO DATE $ 32,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 412,334.96		DATE PROJECT WAS COMPLETED: AUGUST 6, 1979
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 99 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	--------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2	2	----------	----------	2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2	2			2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	ALL	22000 sq.yd.			5500 ton
TOTAL QUANTITIES CORRECTED TO DATE	ALL	20970			7300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	ALL	20970			7300
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Clear	36		DAYS OF LIQUIDATED DAMAGES
MONDAY 6	"	37		PROJECT COMPLETE
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 14 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	INSTALLED MIRRORS IN TOILET BUILDING PROJECT COMPLETE
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETE

SIGNED Warren E. Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8807

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project LONE TREE BAR STATE PARK Date MARCH 21, 1979

Highway ------ ---- ---- Contract No. 8807

County MARION & YAMHILL Kind of Work GRADING, PAVING, FAC. Contractor GERVAIS CONSTRUCTION CO.

	Authorized	Estimated
Contract Amount	$356,149.00	$393,319.00
Anticipated Items	3,650.00	3,825.00
Contingency (4½%)	16,190.96	16,190.96
Engineering	32,381.91	32,381.91
Credits		
PROJECT COST	$408,371.87	$444,716.87

NET INCREASE $ 36,345.00 OR 8.90 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(A) Tempory Erosion Control	$ 00.00	$-2,000.00
(A) Permanent Striping - $825.00	2,000.00	1,175.00
(U) P.A. #1 Install 3 - 36" Culverts with Paved ends	11,465.00	11,465.00
(C) P.A. #2 Credit to Bid Item #3 for use of On-Site Material	-450.00	-450.00
(C) P.A. #3 Establish Unit Price for Asphalt Cement	2,700.00	2,700.00
(C) P.A. #4 Increase Bid Item #10, approx. 1800 ton	34,920.00	34,920.00

Principal reasons for overruns (Continue on reverse side): See Reverse Side.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Warren E. Mueller Resident Engineer
WARREN E. MUELLER

Confirmed by [signature] Regional Engineer

Noted by [signature] 5/16 for Construction or Bridge Engineer

Noted by [signature] for State Highway Engineer

REASONS FOR OVERRUN:

The contract plans called for the roadway to cross Mission Bottom with a fill. This fill would back water up stream onto private property. The property owner upp stream objected to his property being flooded. Therefore three 36" culverts were installed to correct this.

The contract plans called for the roadway to be constructed with 6" of Lime Treated Subgrade and 3" of Class "B" Asphaltic Concrete mix. The area through which the road was to be constructed was Leased, and had a crop of wheat and aorn growing on it. The contractor could not enter the wheat field until September 15, 1978, or the corn field until October 1, 1978, due to the lease agreement. Insufficient timerwas left to complete the Lime treatment and Paving, so it was agreed to place a cover of A.C. over the Lime treated subgrade, to protect it through the winter. We have now had one of the coldest winters on record, and some damege has been done to the roadway. We believe that the addition of 1800 ton of A.C. will correct the deficiencies.

The Permanent Striping cost estimate of $825.00, did not include parking areas and the higher costs of hand work.

Price Agreement #3, payment for Asphalt Cement over/under 5.5%, Section 403.91 Payment: states that Asphalt content will be based on 5.5% and the price adjustment will be made on the actual percent authorized for the mix. The State Design mix from this plant is 6.0%, it is estimated we will use about $2,700.00 in extra Asphalt.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
May 2, 1979

FROM: Bryant Jackmond
Contract Admin. Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lone Tree Bar State Park
Marion & Yamhill Counties
Contract No. 8807

This federal-aid project for the performance of grading, paving, and facility work is approximately 80 percent complete. The cost is presently estimated to overrun that authorized by $36,345 or 8.9%.

The major item causing the overrun is an increase of $34,920 in asphalt paving item. The roadway is in a flood plain area and the extra paving is needed to protect the subgrade during the winter. Three 36-inch culverts were also added to the project at a cost of $11,465. The culverts were necessary to provide drainage thru a fill across Mission Bottom.

The increased project cost is eligible for federal participation and PCRB approval is not required.

A rough draft letter to the Commission, as well as a copy of the Expected Overrun of Project Authorization form, is attached.

OBJ:WR:mk

Attach.

cc: C. O. Fredrickson
Warren Mueller
Robert Church

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1978

Corvais Construction Co.
3655 Ferschweiler Lane
Woodburn, OR 97071

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8807 for work in the Lona Tree Bar State Park in Marion and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kimm
C. O. Fredrickson
Warren Mueller
David Talbot

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

September 15, 1978

C. W. Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 8807 Lone Tree Bar State Park
Grading, paving and facilities, Marion & Yamhill Counties

Dear Sir:

Enclosed are contract documents including executed performance bonds in the amount of $356,149 for the above captioned project.

All documents have been signed as required and are ready for filing.

Very truly yours,

Gail Custer

Gail Custer

/gc

Encl.

cc: Gervais Construction
5655 Ferschweiler Ln.
Woodburn, Oregon

Heed Ray K. Ross sig.

RECEIVED
SEP 18 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GERVAIS CONSTRUCTION CO.

GENERAL CONTRACTORS

5655 Ferchwailer Ln. — Woodburn, Oregon 97071

TELEPHONE
393-0452
792-3595

Equal Employment Opportunity Employer

Oct. 2, 1978

Letter of Transmittal

Lone Tree Bar State Park
Marion and Yamhill Counties
OSHD Contract 8807

Dept. of Transportation
121 Transportation Building
Salem, Or. 97310

Enclosed are 2 signed copies of the subject contract.

J. H. Beelart Jr.
Construction Coordinator

RECEIVED
OCT 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9-14-78

2:30 p.m.

Gervais Construction Company called and said they were forwarding contracts to surety for signature today. They had thought they had signed them and sent them back to us. After receiving letter, they checked and found them and sent on to surety. Surety will forward contracts to us. (I gave our address to her to give to surety)

Fran

9-20-78 Sent back for Ray Ross' sig.

9-28-78
Called to see why contracts hadn't Been returned. Sec. had put them in files. Ray Ross will sign 9-29 and she will put in mail.
(as per Fran)

7807

STATE OF OREGON

INTEROFFICE MEMO

State Parks — DEPT.

378-5019 — TELEPHONE

TO: File

DATE: September 8, 1978

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Lone Tree Bar

On Wednesday, September 6th, I called and spoke with Senator Tony Meeker. I explained the contract and the status of the "fiscal impact report" he put in our budget memo. I explained the status of each, I told him I wanted him to know what was going on -- we were still committed to pursuing the budget memo and towork with local officials on whatever fiscal problems came out.

He was aware of the contract, didn't seem nervous, and didn't have a problem with our procedures. He is still concerned about the traffic impact on the Ferry.

DGT/sc

cc: W. Gaskill
L. Jacobson
B. Burco
F. Klaboe
G. Bell

RECEIVED
DOT OPERATIONS
SEP 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8807

August 29, 1978

Gervais Construction Co.
3655 Herschweiler Lane
Woodburn, OR 97071

Gentlemen:

Enclosed are three copies of Contract No. 8807 awarded to you on August 28, 1978, for work in Lone Tree Bar State Park in Marion and Yamhill Counties in the amount of $356,149.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Kassey
Walt Hart
Robert Church
C. O. Fredrickson
Warren Mueller
David Talbot

8807

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 24, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 24 on the following projects:

1. Vineyard Rd, Naef Rd & Boardman Ave
   FAP No. SOS-0300(6)
   Clackamas County

   Grading and paving

   Four-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Warren-Scappoose
   Columbia River Highway
   Columbia County

   Grading, paving and structures

   Eight-foot shoulders to be striped and signed as a Class III bikeway.

3. Koosbay Blvd at Bayshore Drive
   FAP No. M-2661(1)
   Coos County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

-

4. Little Deschutes River (Montgomery) Bridge
   FAS B 345
   Deschutes County

   Bridge repair

   Same as No. 3.

5. Cabin Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Grading

   Same as No. 3.

6. 12th St & Hall Ave (Prairie City)
   FAP OS 1202(1)
   Grant County

   Base and paving.

   Same as No. 1

7. Snabel Creek, Bologna Creek and Bone Creek Bridges
   John Day Highway -
   Grant & Wheeler Counties

   Structures

   Same as No. 1.

8. Long Prairie Road-Willow Flat Road
   Mt. Hood Highway
   Hood River County

   Grading and paving

   Six- and eight-foot shoulders to be striped and signed as a Class III bikeway.

9. Rogue Valley Highway at South Stage Road
   FAP ROS-37(5)
   Jackson County

   Grading and paving

   Grading and paving incidental to removal of roadside obstacles.

   Same as No. 3.

10. Maple Lane-Hamilton Lane (Grants Pass vicinity)
Rogue Valley Highway
Josephine County

Paving

Six-foot shoulders to be signed and striped as Class III bikeway.

11. Lone Tree Bar State Park
Marion and Yamhill Counties

Paving and buildings

Bikeways will be constructed under later contracts.

12. SE Yamhill St-SE Powell Blvd
East Portland Freeway
Multnomah County

Grading, paving and structures

Intermittent sections of Class I bikeway to be constructed on this project. Bikeway will be completed under later contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8808 S.E. Yamhill St.-S.E. Powell Blvd. Sec. of E. Portland Fwy. (gr, pav, & str) 1978

rn cc: OSHD, H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-2-82

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/2/82	T. P. Lowe, Area Engineer	I-205-7(64)308

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/10/80	5/12/81	100 %	610 days

APPROVED EXTENSIONS	LOCATION
120 days	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. YAMHILL - S. E. POWELL

EAST PORTLAND FREEWAY

This project provided for grading, drainage and structures on this section of I-205.

Final project cost of $7,376,000 was within 1% of the original contract amount.

A time extension of 120 days was granted due to extra work. No liquidated damages were charged.

NOTED
W. E. SCHWARTZ
8-10-82

RECEIVED
STATE HWY ENGR
AUG 10 '82
REFER TO
Kinsey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-9-82	TITLE Field Operations Engineer	DATE 8-9-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8806

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-57		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	8-26-81	Project Number I-205-7(64)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,378,580.00	$ 7,403,024.00
Federal funds	$ 6,804,526.00	$ 6,827,068.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

XXRX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 26, 1981

Federal Aid Project
No. I-205-7(64)308

S.E. Yamhill St.-S.E. Powell Blvd. Section
Interstate I-205 in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 359+50 to Sta. 435+00)

Subtotal of previous estimate of September 18, 1978			$3,314,916.00
Previous Estimate			
General Excavation	638,104 Cu. Yd.	1.50	$ 957,156.00
			$ 957,156.00
Revised Estimate			
General Excavation	654,400 Cu. Yd.	1.50	$ 981,600.00
			$ 981,600.00
		Increase	$ 24,444.00
		Subtotal	3,339,360.00
		Engineering	414,364.00
		TOTAL	$3,753,724.00

Type Code Y009
Salmon St. Pedestrian U'Xing Br. #13524 (Sta. "L" 367+80.61 P.O.T.)

Total the same as previous estimate of
September 18, 1978 $ 271,910.00

Type Code X223
S.E. Lincoln St. Bus Lane O'Xing Br. #16302 (Sta. 392+06.29 P.O.C.)

Total the same as previous estimate of
September 18, 1978 $ 744,100.00

Type Code X221
S.E. Division St. O'Xing Br. #13528 (Sta. "L" 402+23.50 to Sta. "L" 404+25.50)

Total the same as previous estimate of September 18, 1978 $1,008,619.00

Type Code X221
S.E. Powell Blvd.-O'Xing Br. #13531 (Sta. 427+96 to Sta. 430+08)

Total the same as previous estimate of September 18, 1978 $3,649,300.00

Length of Project ----------	Roadway	1.352 miles
	Structure	0.078 miles
	Total	1.430 miles

Cost of Roadway Per Mile ----------$2,776,423.08

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,753,724.00	$3,461,684.00	$292,040.00
Structure	3,649,300.00	3,365,384.00	283,916.00
TOTAL	$7,403,024.00	$6,827,068.00	$575,956.00

Group 1 96% Group 8 4%
Contract No. 8808
Prefix: 626-1909
Prefix: 626-1010

8808

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 9-214	FEDERAL-AID PROJECT AGREEMENT 9-22-78	Oregon
		County Multnomah
		Project No. I-205-7(64)308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-78	1.439
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,378,580.00	$ 6,804,526.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

SEP 22 1978

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, September 18, 1978

Federal-Aid Project
No. I-205-7(64)308

S.E. YAMHILL ST.-S.E. POWELL BLVD. SECTION
INTERSTATE I-205 IN MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 359+50 to Sta. 435+00)

Mobilization	All Required		$ 256,000.00
Temporary Protection and Direction of Traffic	All Required		50,000.00
Temporary Signs	194 sq.ft.	10.00	1,940.00
Temporary Concrete Barriers, Reflectorized	900 lin.ft.	3.00	2,700.00
Flagmen	3,000 hour	1.00	3,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		150,000.00
General Excavation	638,104 cu.yd.	1.50	957,156.00
Extra for Selected Topsoil Material	28,660 cu.yd.	1.25	35,825.00
Overhaul	11,260 C-yd.sta.	0.25	2,815.00
Trench Excavation	57,831 cu.yd.	5.00	289,155.00
Finishing Roadbed and Slopes	All Required		15,000.00
Watering	3,200 M-gal.	5.00	16,000.00
1" - 0 Aggregate Base	1,475 ton	10.00	14,750.00
Class "B" Asphalt Concrete	480 ton	20.00	9,600.00
Concrete Ditch Lining	463 sq.yd.	13.00	6,019.00
8-inch Sewer Pipe	453 lin.ft.	6.00	2,718.00
12-inch Sewer Pipe	19,339 lin.ft.	11.00	212,729.00
15-inch Sewer Pipe	2,141 lin.ft.	12.00	25,692.00
18-inch Sewer Pipe	1,507 lin.ft.	19.00	28,633.00
21-inch Sewer Pipe	178 lin.ft.	31.00	5,518.00
24-inch Sewer Pipe	988 lin.ft.	28.00	27,664.00
30-inch Sewer Pipe	474 lin.ft.	33.00	15,642.00
36-inch Sewer Pipe	258 lin.ft.	40.00	10,320.00
42-inch Sewer Pipe	292 lin.ft.	50.00	14,600.00
48-inch Sewer Pipe	420 lin.ft.	85.00	35,700.00
54-inch Sewer Pipe	310 lin.ft.	90.00	27,900.00
60-inch Sewer Pipe	1,625 lin.ft.	100.00	162,500.00
72-inch Sewer Pipe	1,030 lin.ft.	150.00	154,500.00
84-inch Sewer Pipe	298 lin.ft.	200.00	59,600.00
Portland Cement Concrete in Sewers	224 cu.yd.	100.00	22,400.00
Reinforcement in Sewers	630 lb.	0.50	315.00
Extra for Pipe Under Pavement	40 lin.ft.	10.00	400.00

Concrete Manholes, 10 Feet or Less Deep	41	each	1,500.00	61,500.00
Concrete Manholes, 10 to 20 Feet Deep	8	each	2,500.00	20,000.00
Concrete Manholes, Over 20 Feet Deep	3	each	3,500.00	10,500.00
Special Manholes, 15 to 30 Feet Deep	9	each	4,200.00	37,800.00
Special Manholes, Over 30 Feet Deep	3	each	5,000.00	15,000.00
Concrete Slope Protectors	13	each	400.00	5,200.00
Concrete Inlets, Type G-1	177	each	500.00	88,500.00
Concrete Inlets, Type G-2M	5	each	600.00	3,000.00
Concrete Inlets, Type P	7	each	400.00	2,800.00
8-inch Drain Pipe	2,358	lin.ft.	4.00	9,432.00
Special Filter Material in Drains	272	cu.yd.	9.00	2,448.00
Guard Rail, Type 3	38	lin.ft.	25.00	950.00
Rail End Pieces, Type C	1	each	100.00	100.00
CL-6 Chain Link Fence	5,240	lin.ft.	4.00	20,960.00
Concrete Walks	550	sq.yd.	10.00	5,500.00
Concrete Bikeway	1,725	sq.yd.	10.00	17,250.00
Concrete Curbs	1,490	lin.ft.	2.00	2,980.00
Extra for Asphalt Walks	80	sq.yd.	10.00	800.00
Roadside Seeding and Mulching	25	acre	425.00	10,625.00
Structure Excavation for Walls	1,415	cu.yd.	6.00	8,490.00
Special Wall Backfill	915	cu.yd.	10.00	9,150.00
Concrete in Walls	810	cu.yd.	200.00	162,000.00
Reinforcement in Walls	59,200	lb.	0.25	14,800.00
8-inch Concrete Block Walls	8,390	sq.ft.	4.00	33,560.00
Sound Wall Footings	3,560	sq.ft.	3.00	10,680.00
Illumination				
Luminaires and Ballasts	21	each	100.00	2,100.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required			5,000.00
				$3,277,916.00
Additional Items				
Temporary Erosion Control	All Required			$ 25,000.00
On-the-Job Trainees (15 @ $800)	All Required			12,000.00
				$ 37,000.00
	Subtotal			$3,314,916.00
	Engineering			414,364.00
	Total			$3,729,280.00

Type Code Y009
Salmon St. Pedestrian U'xing Br. #13524 (Sta. "L" 367+80.61 P.O.T.)

Shoring, Cribbing, Etc.	All Required		$ 25,000.00
Structure Excavation	250 cu.yd.	10.00	2,500.00
Structure Excavation Below Elevations Shown	25 cu.yd.	10.00	250.00
Structural Concrete, Class 3300 (120 C.Y.)	All Required		18,000.00
Structural Concrete, Class 4000 (30 C.Y.)	All Required		4,500.00
Structural Concrete, Class 5000 (435 C.Y.)	All Required		108,750.00
Expansion Joint Seal, Type 400	22 lin.ft.	100.00	2,200.00
Reinforcement (78,000 Lbs.)	All Required		23.400.00
Prestressing Steel (39,500 Lbs.)	All Required		40,000.00
Bearing Devices, Bent 1	2 each	200.00	400.00
Bearing Devices, Bent 4	2 each	300.00	600.00
Bearing Devices, Bent 5	2 each	200.00	400.00
Pedestrian Handrail	1,520 lin.ft.	30.00	45,600.00
4-inch PVC Pipe	6 lin.ft.	10.00	60.00
3/4-inch Electrical Conduit	50 lin.ft.	5.00	250.00
			$ 271,910.00

Type Code X223
S.E. Lincoln St. Bus Lane O'xing Br. #16302 (Sta. 392+06.29 P.O.C.)

Shoring, Cribbing, Etc.	All Required		$ 25,000.00
Structure Excavation	3,800 cu.yd.	2.00	7,600.00
Structure Excavation Below Elevations Shown	380 cu.yd.	5.00	1,900.00
Structural Concrete, Class 3300	4,200 cu.yd.	120.00	504,000.00
Reinforcement	619,000 lb.	4.00	16,000.00
Waterproofing	4,000 sq.yd.	0.30	185,700.00
1-1/2-inch Electrical Conduit	975 lin.ft.	4.00	3,900.00
			$744,100.00

Type Code X221
S.E. Division St. O'xing Br. #13528 (Sta. "L" 402+23.50 to Sta. "L" 404+25.50)

Shoring, Cribbing, Etc.	All Required		$ 25,000.00
Structure Excavation	1,850 cu.yd.	10.00	18,500.00
Structure Excavation Below Elevations Shown	185 cu.yd.	10.00	1,850.00
Furnish Pile Driving Equipment	All Required		20,000.00
Furnish HP 10x42 Steel Piling	2,628 lin.ft.	10.00	26,280.00
Drive Steel Piles	2,628 lin.ft.	3.00	7,884.00

Structural Concrete, Class 3300 (710 C.Y.)	All Required		71,000.00
Structural Concrete, Class 4000 (1,740 C.Y.)	All Required		348,000.00
Structural Concrete, Class 4500 (865 C.Y.)	All Required		173,000.00
Reinforcement (644,500 Lbs.)	All Required		193,350.00
Coated Reinforcement (99,000 Lbs.)	All Required		39,600.00
Reinforced Concrete Bridge End Panels	665 sq.yd.	35.00	23,275.00
Metal Median Barrier	240 lin.ft.	40.00	9,600.00
Concrete Slope Paving	1,340 sq.yd.	25.00	33,500.00
Berm Paving	475 sq.yd.	10.00	4,750.00
Slope Paving Curbs	165 lin.ft.	10.00	1,650.00
3/4-inch Electrical Conduit	12 lin.ft.	10.00	120.00
1-inch Electrical Conduit	800 lin.ft.	4.00	3,200.00
2-1/2-inch Electrical Conduit	510 lin.ft.	6.00	3,060.00
4-inch Electrical Conduit	500 lin.ft.	10.00	5,000.00
			$1,008,619.00

Type Code X221

S.E. Powell Blvd.-O'xing Br. #13531 (Sta. 427+96 to Sta. 430+08)

Shoring, Cribbing, Etc.	All Required		$ 25,000.00
Structure Excavation	1,630 cu.yd.	10.00	16,300.00
Structure Excavation Below Elevations Shown	165 cu.yd.	10.00	1,650.00
Furnish Pile Driving Equipment	All Required		50,000.00
Furnish HP 10x42 Steel Piling	3,040 lin.ft.	10.00	30,400.00
Furnish HP 12x53 Steel Piling	14,076 lin.ft.	10.00	140,760.00
Drive Steel Piling	17,116 lin.ft.	3.00	51,348.00
Structural Concrete, Class 3300 (396 C.Y.)	All Required		40,000.00
Structural Concrete, Class 4000 (1,830 C.Y.)	All Required		366,000.00
Structural Concrete, Class 4500 (890 C.Y.)	All Required		178,000.00
Reinforcement (629,500 Lbs.)	All Required		188,850.00
Coated Reinforcement (106,500 Lbs.)	All Required		42,600.00
Reinforced Concrete Bridge End Panels	665 sq.yd.	35.00	23,275.00
Metal Median Barrier	245 lin.ft.	40.00	9,800.00
Concrete Slope Paving	1,515 sq.yd.	25.00	37,875.00
Berm Paving	440 sq.yd.	10.00	4,400.00

Slope Paving Curbs	185 lin.ft.	10.00	1,850.00
3/4-inch Electrical Conduit	300 lin.ft.	4.00	1,200.00
1-inch Electrical Conduit	285 lin.ft.	5.00	1,425.00
1-1/2-inch Electrical Conduit	535 lin.ft.	6.00	3,210.00
4-inch Electrical Conduit	525 lin.ft.	10.00	5,250.00
			$1,219,193.00

Subtotal	$3,243,822.00
Engineering	405,478.00
Total	$3,649,300.00

Length of Project- - Roadway 1.352 Miles
Structure 0.078 Miles

Total 1.430 Miles

Cost of Roadway Per Mile - - - $2,758,343.19

Retained in Program Status
(Not included in totals below.)

Bikeway Signs	All Required	$ 500.00
Extra Drainage (92nd at Powell)	All Required	12,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,729,280	$3,439,142	$290,138
Structures	3,649,300	3,365,384	283,916
Total	$7,378,580	$6,804,526	$574,054

Group 1 - 96%; 8 - 4%

Contract No. 8808

Prefix: 626-1909
Prefix: 626-1010

8808

I 205

ROAD DESIGN SECTION

James W. McNamee
Resident Engineer

July 29, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

S.E. Yamhill St.-S.E. Powell Blvd. Sec.
East Portland Freeway
Multnomah County

The revisions to the original mylar plans have been completed based on the excellent "As Constructed" plans that your office submitted.

The revised plans will be on file here in the Design Section with accurate information that will be extremely valuable when work is done on this section in the future.

Important revisions or corrections that your office made are as follows:

1. Corrected Pipe Data Sheet for length of pipe installed. Also indicated which of the pipe alternates was installed.

2. Plotted actual location of manholes and inlets even when change was minor. Listed all flow line elevations and gradients on pipes installed.

3. Plotted utility poles and underground cable installations. Listed elevations of the new cables.

4. Plotted profile revisions, including the bikeways.

5. Corrected the location of existing facilities where they were in error.

We in the Design Section want to express our appreciation to you and your staff, not only for the fine job that was done during construction, but also the excellent job of documentation that was done after.

ALH:ja

cc Carroll Keasey
Ed Hardt

#8808

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(2)303
Yamhill St.-Powell Blvd. Section
E. Portland Freeway, Noise Mitigation
(Your ENV 7-1)

Date: May 20, 1981

From: Division Administrator

Reply to Attn. of: HF0.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I have reviewed your proposed noise and visual mitigation measures to correct marginal impacts not fully covered by the original design. I concur in your analysis and recommendation of a barrier wall on the right from Station "BL" 409+00 to "BL" 411+85 ($50,000 est.) and a visual barrier hedge on the right from Station "BL" 413+30 to "BL" 417+00 ($5,000 est.). Implementation can be incorporated into remaining work to be done on this section.

for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)

RECEIVED
STATE HWY ENGR
MAY 22 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8808

May 15, 1981

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#8808

Gentlemen:

Contract No. 8808 awarded to Roy E. Ladd, Inc., & Carl E. McConnell for work on the S.E. Yamhill St.-S.E. Powell Blvd. Section of the East Portland Freeway in Multnomah County was completed on February 16, 1981 and accepted by the State Highway Division on May 12, 1981.

Final payment in the amount of $20,000 will be released to the contractor after May 20, 1981. The total contract amount is $6,838,203.46 including $14,366.73 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Roy E. Ladd, Inc., & Carl E. McConnell
P. O. Box 756
Redding, CA 96001

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8808

5-13-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(64)308
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80342

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/23/81

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

SE Yamhill Street - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Correction - Withdraw authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

My PR 1240 with authorization date of 3/23/81 for temporary lighting in amount of $684.60 Federal Funds $631.33 for this project is withdrawn.

(Authorization is being charged to I-205-7(73)310 which is correct Project)

RECEIVED STATE HWY ENGR
MAY 18 '81
REFER TO
FOR
Info
Inves.
R/D
D/R
Sign
Act
File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/13/81	G. K. Hoonen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#5208

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1981

ENV 7-1

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Noise Mitigation
S.E. Yamhill St.-Powell Blvd.
East Portland Freeway (I-205)
Multnomah County

Attached are two noise reports we have prepared as a result of complaints received from adjacent property owners along the unfinished section of I-205.

We propose that the recommended mitigation be contracted as part of the completion of I-205. Please let us know if you concur, so we may proceed with programming of PS&E as soon as possible.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg (enc.)
R. N. Bothman "
Gary Potter

AJG:lb ja

RECEIVED
STATE HWY ENGR
MAY 8'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8804 4-7-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(64)308
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80342

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/23/81	Interstate 205	Primary 64

10. GENERAL LOCATION:
SE Yamhill Street - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Street Lighting Removal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

RECEIVED
STATE HWY ENGR
APR 10'81
REFER TO
ACCTNG
F & R

13. REMARKS

As requested in Mr. Swan's letter of 3/24/81 this will confirm the advance approval date of 3/23/81 approving and authorizing PGE to remove temporary lighting under agreement with Multnomah county as part of the construction phase. Removal costs in the amount of $684.60 Federal Funds $631.33, remaining value of equipment is not eligible for Federal aid participation.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/7/81	G K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8808 4-81

SUPPLEMENTAL NOISE BARRIER ANALYSIS
John Van Dienst Noise Complaint (R/W File No. 49353)
Contract No. ~~8088~~ 8808
S.E. Yamhill St.-S.E. Powell Boulevard
East Portland Freeway (I-205)
Multnomah County

Prepared by:

Oregon Department of Transportation
Tim Thex, Sr. Environmental Engineer
Environmental Section
Technical Services Branch
April 1981

Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 1
Project Area

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COLUMBIA RIVER BR. – S.E. POWELL BLVD.

EAST PORTLAND FREEWAY HIGHWAY

MULTNOMAH COUNTY

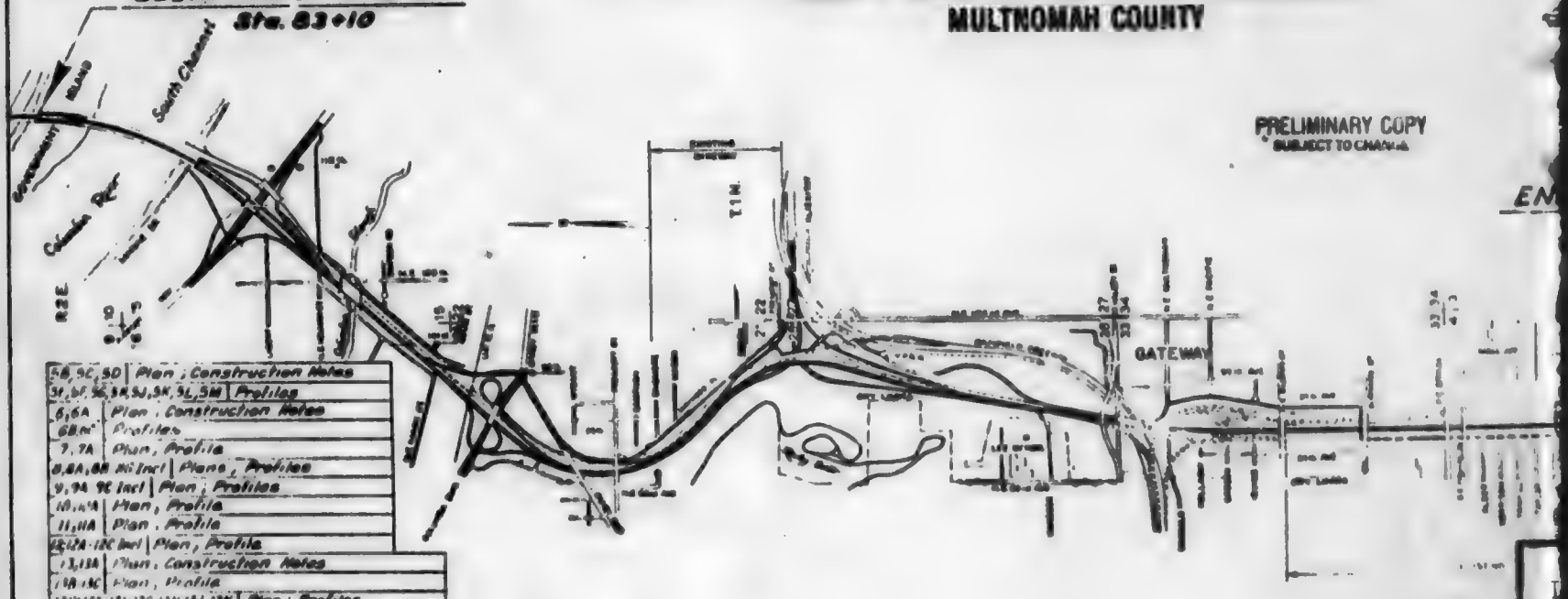
PRELIMINARY COPY
SUBJECT TO CHANGE

EN

INDEX OF SHEETS

	DESCRIPTION
	Typical Sections
	Details
2D, 2D-2, 2D-3	Construction, Temporary Protection & Direction Of Traffic
2E, 2E-1	Pipe Data
2E-2, 2E-3, 2E-4, 2E-5, 2E-6, 2E-7	Signing
2F, 2F-2, 2F-3 & 2F-4	
26	Summary
3	Plan & Profile
4, 4A	Plan ; Construction Notes
4B & 4C-4F Incl	Plan ; Profile
5, 5A	Plan ; Construction Notes
5B, 5C, 5D	Plan ; Construction Notes
5E, 5F, 5G, 5H, 5J, 5K, 5L, 5M	Profiles
6, 6A	Plan ; Construction Notes
6B Incl	Profiles
7, 7A	Plan ; Profile
8, 8A, 8B & 8C Incl	Plans ; Profiles
9, 9A & 9C Incl	Plan ; Profiles
10, 10A	Plan ; Profile
11, 11A	Plan ; Profile
12, 12A - 12C Incl	Plan ; Profile
13, 13A	Plan ; Construction Notes
13B, 13C	Plan ; Profile
13D, 13E, 13F, 13G, 13H, 13I, 13J, 13K	Plan ; Profiles
14, 14A	Plan ; Construction Notes
14B - 14D Incl	Profile
15, 15A, 15B	Plan ; Profiles
16, 16A	Plan ; Profile
17, 17A, 17B	Plan ; Construction Notes ; Profile
18, 18A	Plan ; Profile
19, 19A	Plan ; Profile
20, 20A	Plan ; Profile
21, 21A	Plan ; Profile
22, 22A	Plan ; Profile
23, 23A	Plan ; Profile
24, 24A	Plan ; Profile
25, 25A	Plan ; Construction Notes
25B, 25C	Profiles
26, 26A	Plan ; Profile
27, 27A, 27B	Plan ; Profile
28, 29	Plans

BEGINNING OF PROJECT
Sta. 83+10



Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 1
Project Area

PRELIMINARY COPY
NOV 3 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

NO. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

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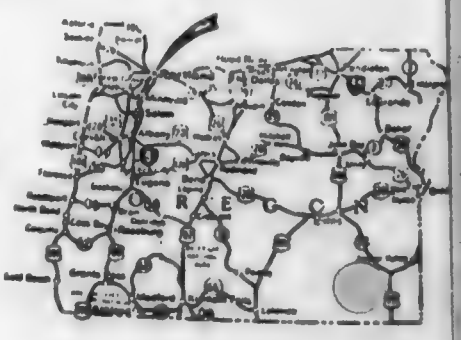
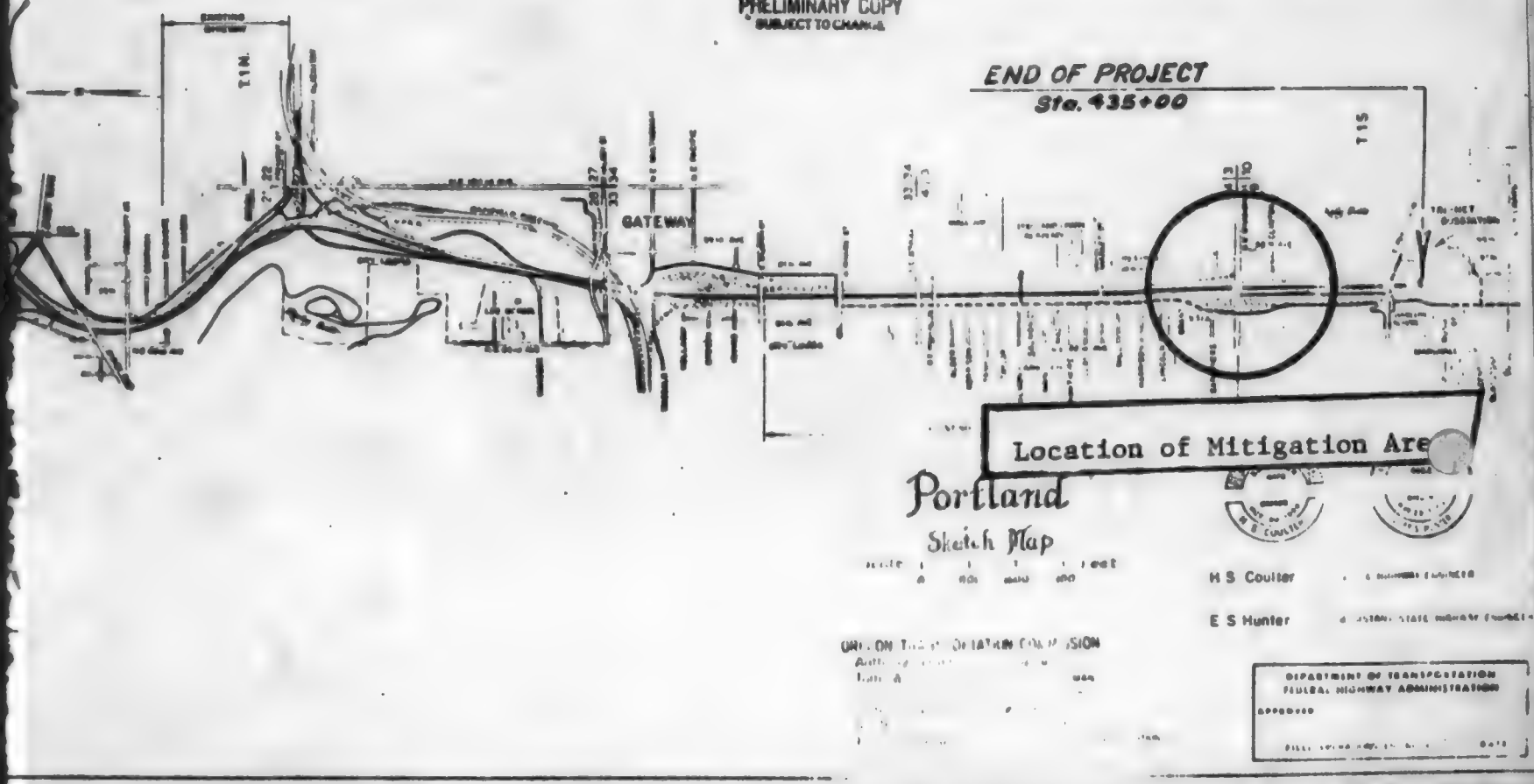


COLUMBIA RIVER BR. – S.E. POWELL BLVD. SEC.

EAST PORTLAND FREEWAY HIGHWAY

MULTNOMAH COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



Portland
Sketch Map

HS Coulter

ES Hunter

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

S.E. Yamhill St.-S.E. Powell Boulevard
East Portland Freeway (I-205)
Multnomah County

INTRODUCTION

The following investigation and report are in response to a noise complaint made by Mr. John Van Dienst of 2826 S.E. 92nd Avenue. The Van Dienst property is located on the west side of the I-205 freeway between S.E. Division and S.E. Powell Streets.

The Van Dienst property originally belonged to Mr. Ronald Humphrey. The State purchased the east 160 feet of the Humphrey Lot in September 1977 (See R/W file 49353). Mr. John Van Dienst purchased the Humphrey house and remaining Humphrey property in March 1978 when the house was still within the area of the I-205 R/W taking. In May 1978 Mr. Van Dienst moved the house to its present location approximately 25 feet west of the I-205 R/W line.

Mr. Van Dienst first complained about anticipated noise from I-205 in December 1979 and has made subsequent complaints since, requesting noise mitigation at his home.

PREDICTED NOISE LEVELS

Year 1996 noise levels are predicted to reach Leq 67 dBA at the Van Dienst residence. This noise level was computed by adding the individual noise levels generated by the I-205 freeway and accompanying ramps in the area.

The predicted noise level of Leq 67 dBA equals the federal design noise level for this area, which is Leq 67 dBA. FHPM 7-3-3 specifies that mitigation must be investigated, and, if feasible and practical, implemented, when noise levels at any property are predicted to approach or exceed the federal design noise level for that particular land use.

NOISE MITIGATION

As specified by FHPM 7-7-3, all applicable forms of noise mitigation, including the following, were investigated:

(1) Traffic management measures - All traffic management measures, such as truck restrictions and speed limits were regarded as unfeasible because traffic flow and interstate commerce would be impeded.

(2) Change in Horizontal or Vertical Alignment - The existing corridor was found to be the most desirable route for the freeway, and the major portion of the roadway has already been constructed, thus preventing any further design changes.

(3) Acquisition of Impacted Property - Federal regulation only allows purchase of property for purposes of developing noise buffer strips. Since all other receptors in the area are protected by noise barriers, a buffer strip would be impractical.

(4) Construction of Noise Barriers - Construction of a noise barrier was investigated and found to be feasible. Two alternative barriers were studied. Both a concrete wall and a berm-wall combination could be constructed within the existing right-of-way. A concrete wall 6 to 16 feet in height and 370 feet in length would mitigate noise levels at the Van Dienst property to Leq 60 dBA, a reduction of 7 dBA. The concrete wall would tie into an exising retaining wall at Station "BL" 413+30 Rt., and would cost $75,000 to construct. A berm-wall combination would also mitigate noise levels at the Van Dienst property to Leq 60 dBA, a reduction of 7 dBA. The berm-wall combination would consist of an earth berm 3 to 9 feet in height with a concrete wall 3 to 12 feet in height on top. The cost of the berm-wall combination would be $60,000.

Neither the concrete wall nor the berm-wall combination would be aesthetically pleasing. In order to be effective, the wall would have to be

6 to 7 feet higher than the existing retaining wall at Station "BL" 413+30 Rt. A smooth transition between the barrier and the retaining wall would not be possible. The wall would not blend well with the topography in this section as the walls in other areas of the project do. Also, neither the concrete wall nor the berm-rall combination would be practical mitigation measures for just one residence. The cost per dwelling unit for the wall and the berm-wall combination would be $75,000 and $60,000 respectively. The cost per dBA per dwelling unit for the wall and the berm-wall combination would be $10,700 and $8,600 respectively. These costs are judged to outweigh the benefit that would be derived from mitigation. For these reasons neither noise barrier is recommended at this residence for noise mitigation.

CONCLUSION

All means of noise mitigation, including noise barriers, were investigated for the Van Dienst property but none were found to be both feasible and practical. Mr. Van Dienst had also mentioned the visual impact of I-205 as well as the noise impact in past correspondence with the Highway Division. Mr. Van Dienst had asked about the possibility of heavy tree or shrub planting along his property line to lessen the visual impact of I-205.

The possibility of planting a thick hedge along Mr. Van Dienst's property line in lieu of a noise barrier was investigated by the landscape division. The estimated cost of a hedge similar to others planned along the I-205 freeway would be $5000. The hedge could be designed in a manner that would not increase the cost of maintenance over the normal landscape maintenance costs in this area.

Either Frazier Photinia, Laurelcherry, Pacific Waxmyrtle or a combination of those three plants could be used to provide an effective screen. Each of these plants are fast growing evergreens that grow to 10 or

12 feet in height. An example of Frazier Photinia and Portugese Laurelcherry planted as a screen can be seen on the N.E. right-of-way line at the Sunnyside - I-205 interchange (see Figure 2). With these plants, an effective screen could be anticipated within four to five years from the time of planting.

This type of hedge is recommended for inclusion into the landscaping plans and specifications for this section. Figure 3 shows the location for the hedge. The hedge, as well as lessening the visual impact of I-205 from the Van Dienst property, would also preserve the continuity of landscaping along this section of I-205. Mr. Van Dienst will be contacted by the Region Office and shown the completed hedge at the Sunnyside - I-205 interchange, which is similar to the hedge planned for his property.

An exception to the achievement of federal design noise levels at the Van Dienst property is requested. Justification is contained in this report.

INDEX OF SHEETS
DESCRIPTION
Title Sheet
Summary & Plant List
Temporary Protection & Direction of Traffic
Planting Plans

S-7,5-12 - Temporary Protection & Direction of Traf

Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 2
Location of Existing Hedge Screen

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S.E. CAUSEY AVE.~M
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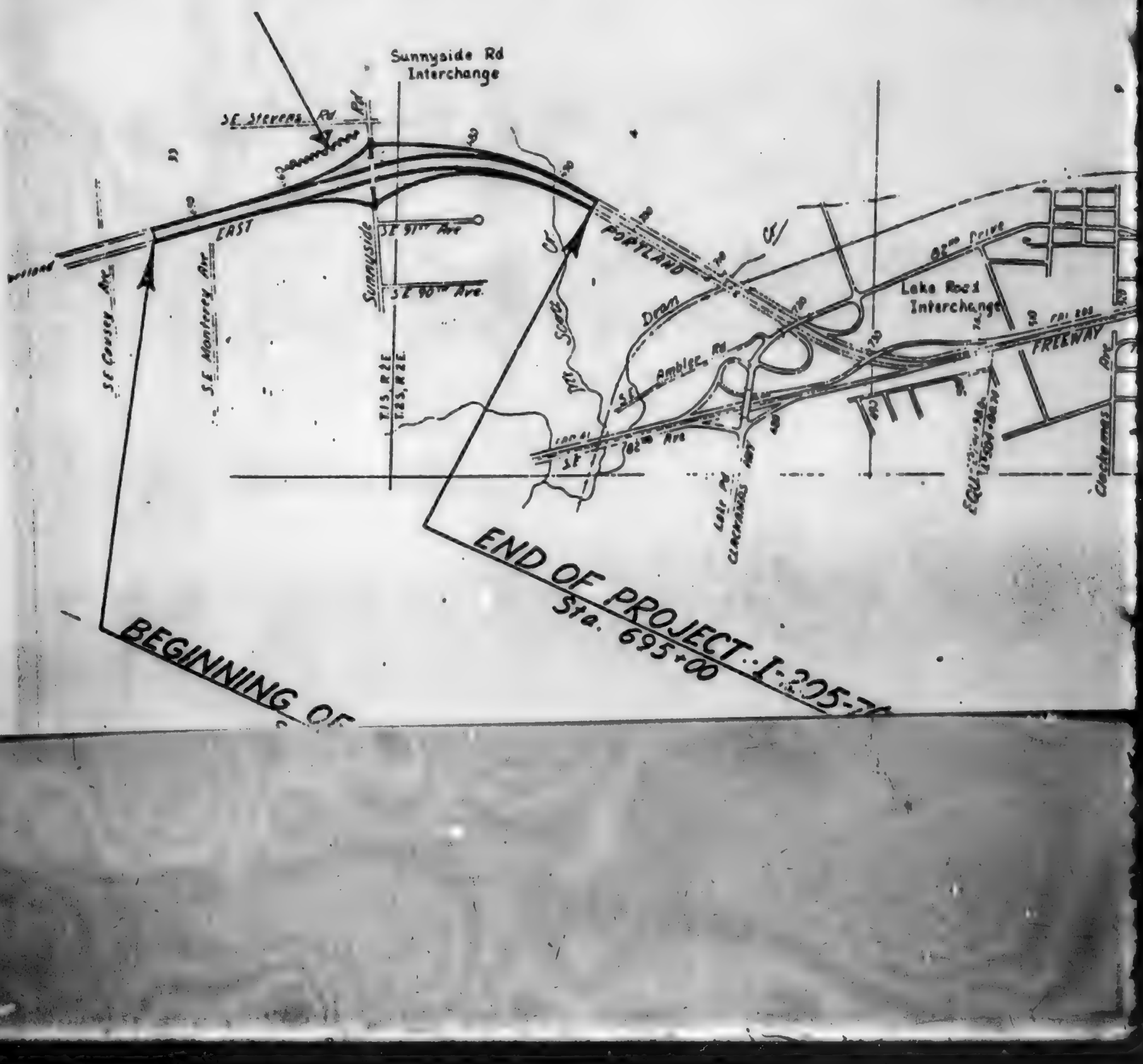
JANUARY, 19

Typical Hedge Screen Planting
N.E. Corner of Sunnyside Interchange along R/W fence
Frazier Photinia and Portuguese Laurelcherry



Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 2
Location of Existing Hedge Screen

OF OREGON

HWAY DIVISIOI

PROPOSED PROJECT

)E IMPROVEMENT

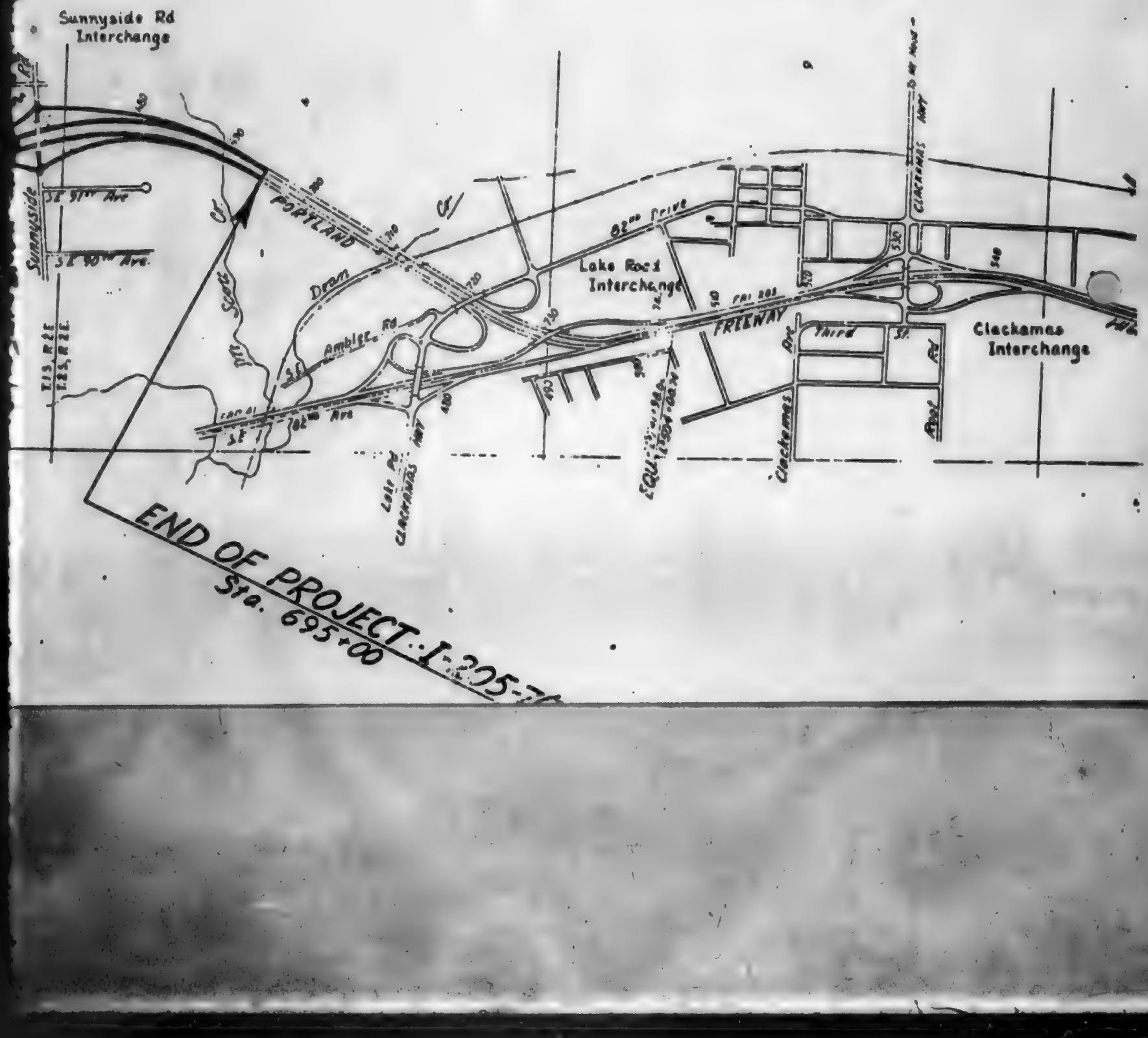
S.E. CAUSEY AVE.~MT. SCOTT

EAST PORTLAND FREEWAY HIGH\

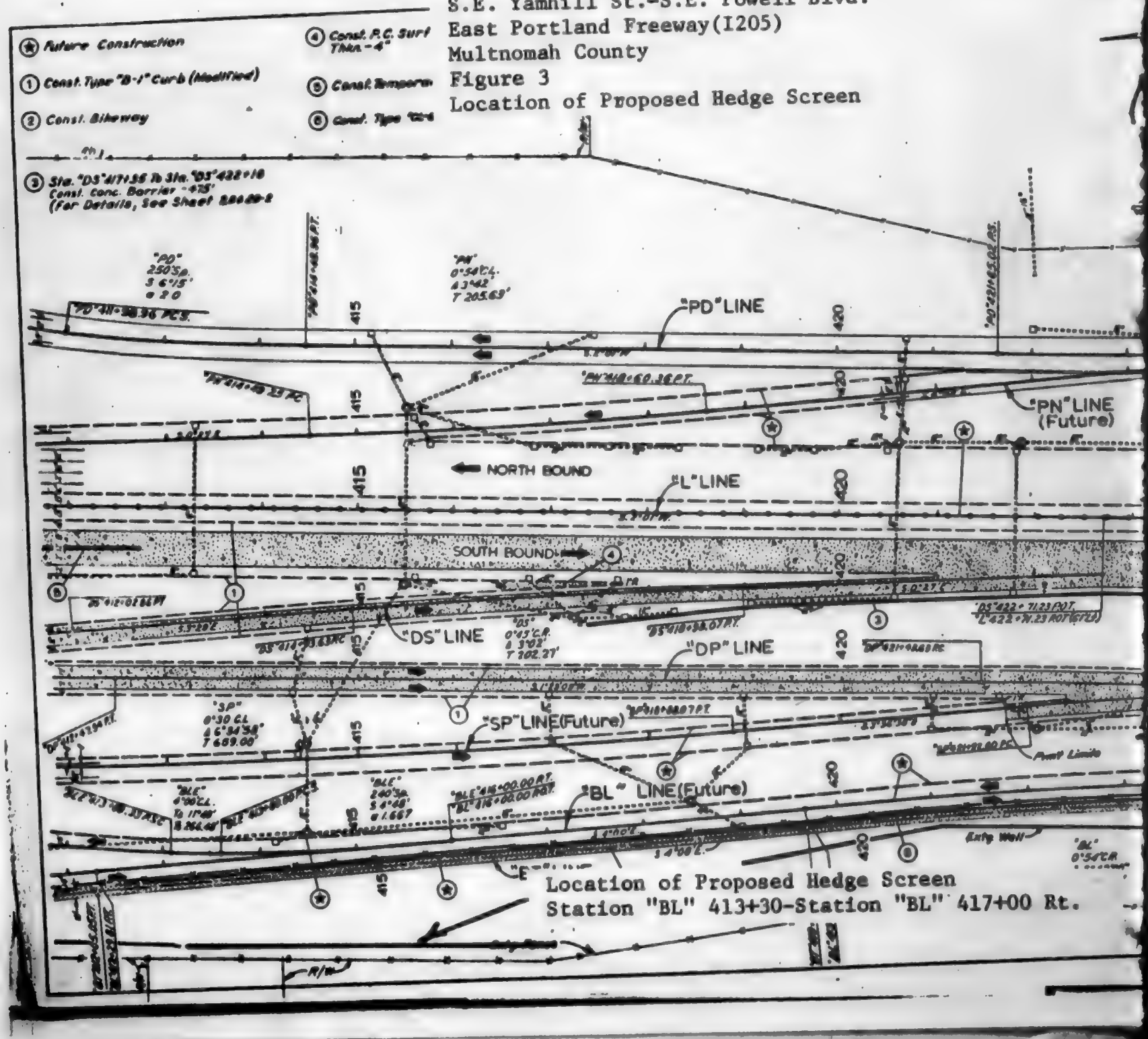
'CLACKAMAS COUNTY

JANUARY, 1975

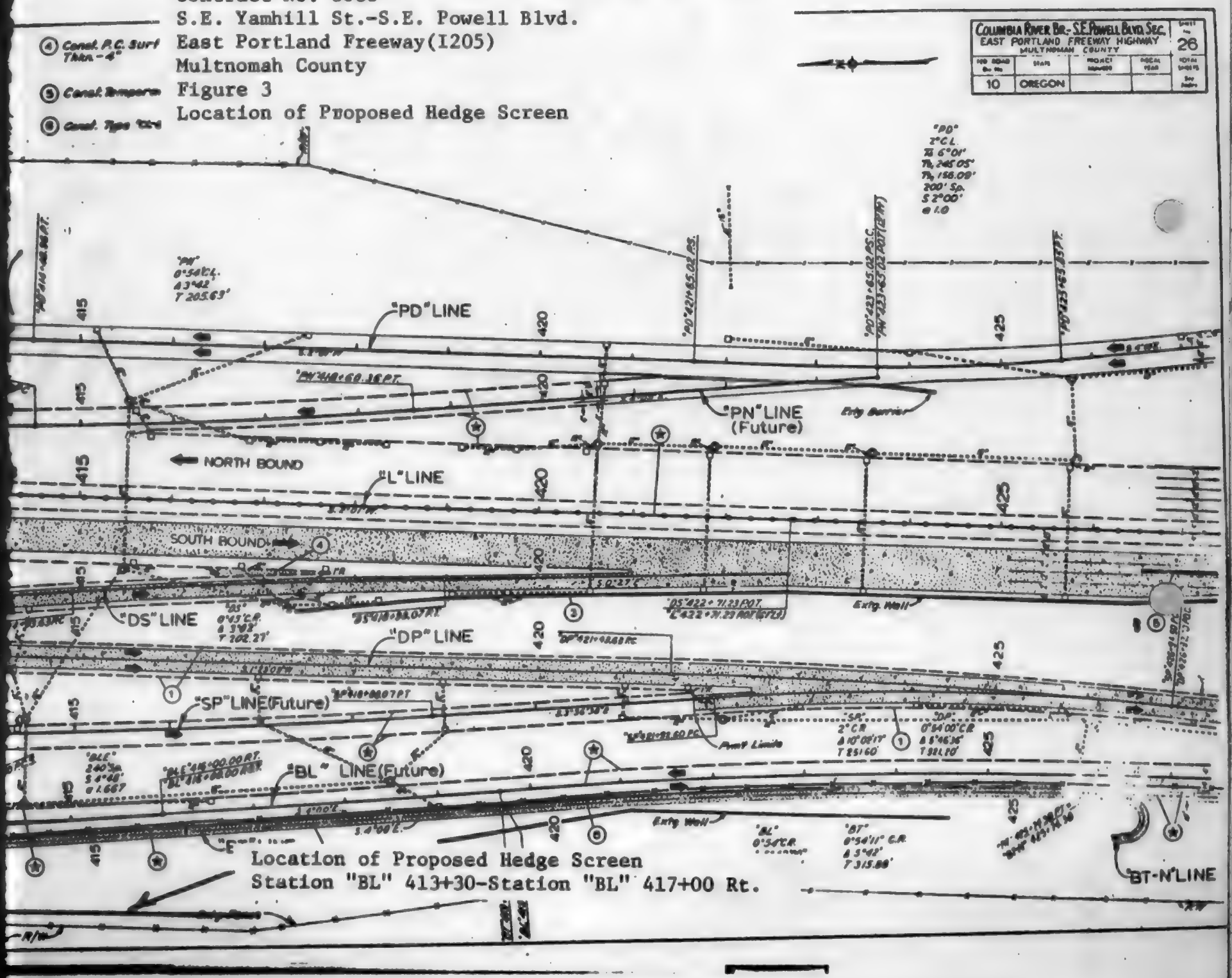
change along R/W fence
e Laurelcherry



Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I205)
Multnomah County
Figure 3
Location of Proposed Hedge Screen



Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I205)
Multnomah County
Figure 3
Location of Proposed Hedge Screen



Location of Proposed Hedge Screen
Station "BL" 413+30-Station "BL" 417+00 Rt.

#8206

ROW 18-4

March 24, 1981

TO: Robert B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Street Lighting Removal
Portland General Electric Co.
S.E. 96th Ave. @ S.E. Washington St.
S.E. Yamhill St.-S.E. Powell Blvd. Sect.
East Portland Freeway
Multnomah County
Project No. I-205-7(64)308

Here is a copy of an estimate of cost submitted by Portland General Electric Co. (PGE) for the removal of existing street lighting dated February 26, 1981.

The street lighting, installed under the terms of an agreement between PGE and Multnomah County, is no longer needed since new lighting has been installed as part of the State's freeway construction. The agreement between PGE and Multnomah County stipulates that the lighting must be removed by PGE when no longer needed. The agreement also stipulates PGE shall receive payment for net remaining "book cost" (unamortized installation cost) of the lighting removed.

Your approval of federal participation in the actual cost of the lighting removal by PGE, and confirmation of your advanced authorization to proceed with the work as of March 23, 1981 is requested. This is a construction item. Estimated cost to the State is $3,503.

DES/JMC/llr
cc: E. S. Hunter
Jack Cartwright
James McNamee
Gary Kennen
Rich Evans

RECEIVED
TECHNICAL SERVICES
MAR 25 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Mgmt | Act | File

8808

1-205

ROAD DESIGN SECTION

ENV 3 54

Tony George, Engineering Coordinator
Environmental Section

March 19, 1981

A. D. Olson
Preliminary Design Engineer

Noise Mitigation Cost Estimates
S.W. Yamhill-S.E. Powell Section
East Portland Freeway
Multnomah County
Prefix 626-1909-907

Verstoeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 20 1981
ROAD DESIGN SECTION

Do Not File ☐
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Action

The existing right-of-way in the area of the proposed noise barrier is not adequate to construct a berm 16 feet high. A concrete wall, a berm/wall combination barrier and a planted hedge could all be used within the existing right-of-way.

A concrete wall can be constructed with concrete block or precast concrete panels. Both walls cost approximately the same to construct and both can be constructed using a texture similar to the existing retaining wall.

A concrete wall 6 to 16 feet high and 370 feet long that would tie into the existing retaining wall at Station "BL" 413+30 Rt. would cost approximately $75,000 to construct at an average cost of $203 per lineal foot.

A berm/wall combination barrier 6 to 16 feet high and 370 feet long would cost approximately $60,000 to construct. This barrier would consist of a 3- to 9-foot high berm with a 3- to 12-foot high concrete wall on top. Approximately 1,200 cubic yards of material would be needed to construct the berm.

Planting a thick hedge instead of using a noise barrier would cost approximately $5,000. This hedge can be designed in a manner that would not increase the cost of maintenance over the normal landscape maintenance costs in this area. A copy of data from the Landscape Section is attached.

There would be no apparent adverse impact to the road design by constructing these barriers.

This would be a Type 1-A project.

ADO:ja

Attachment

REFERRED TO

Beard Stoudenmeyer
Cole 1 Nann VEM
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: Adrian Olson
Preliminary Design Engineer

DATE: March 17, 1981

FROM: Merlyn Anderson
Landscape Architect

SUBJECT: Screen Planting
Division Street-Powell Blvd. Section
I-205 Freeway
Multnomah County

In regards to screen planting property along I-205 right of way just South of Division Street. I would recommend we use one or a combination of the following:

Frazer Photinia, Portuguese Laurelcherry or Pacific Waxmyrtle.

Each of these plants are fast growing evergreens growing 10 feet to 12 feet in height and provide a dense screen.

An example of Frazer Photinia and Portuguese Laurelcherry planted as a screen can be seen on the N.E. right of way line at the Sunnyside-I-205 Interchange (see attached map). These plants were 24" to 30" and 18" to 24" respectively when planted in the spring of 1975. With these plants we can anticipate an effective screen within four to five years from the time of planting. We would plant 24" to 30" shrubs instead of larger sizes because they will establish much quicker and larger sizes would be difficult to find in the quantities we will need.

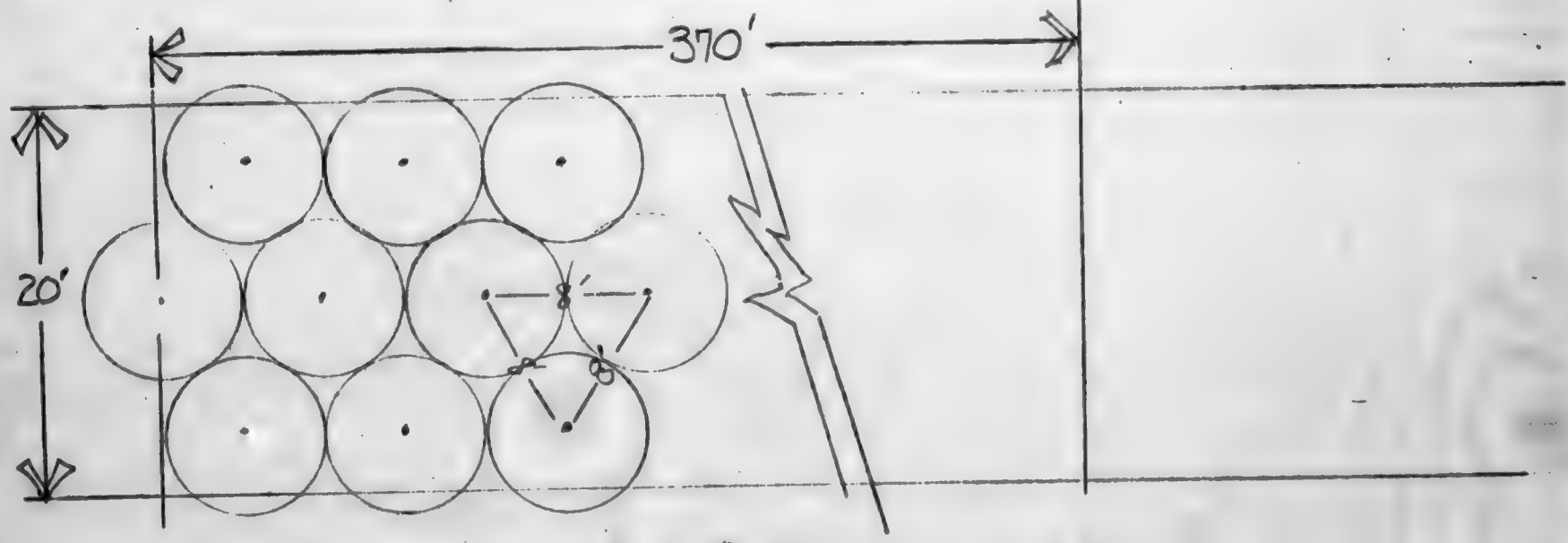
If it should be decided that an immediate screen will be needed we could use 15' to 18' Douglas Fir planted in a double row on 10' by 20' spacing. A temporary irrigation system would be required for the first year of establishment.

An estimate for each of the two types of planting is attached.

MA:rr

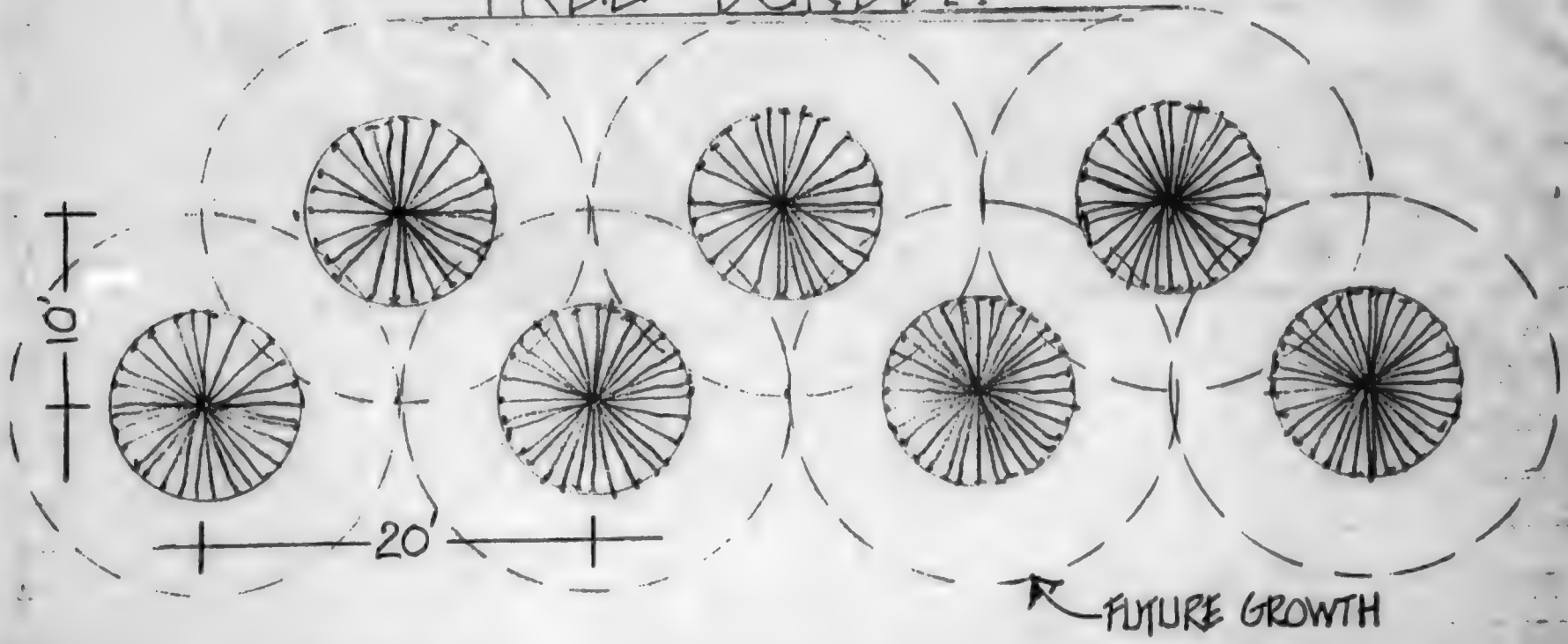
Contains Recycled Materials
81-125-1307

SHRUB SCREEN



TOTAL PLANTS 8' O.C. = 140 x $10.00 = 1400.00
SOIL CONDITIONER 2" = 46 cu. yds x 15.00 = 690.00
BARK MULCH 3" = 10 UNITS x 150.00 = 1500.00
TOTAL = $3590.00

TREE SCREEN



15'-18' DOUGLASFIR 10'X20' spacing = 37 TOTAL

estimate $200.00 PER TREE X 37 = 7400.00
TEMPORARY IRRIGATION SYSTEM EST. = 1000.00
TOTAL = $8400.00

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Plant List
2A	Temporary Protection & Direction of Traffic
3-6 Incl.	Planting Plans

g. Nos.
S-1, S-6, S-7, S-12 - Temporary Protection & Direction of Traffic

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ROADSIDE IMP

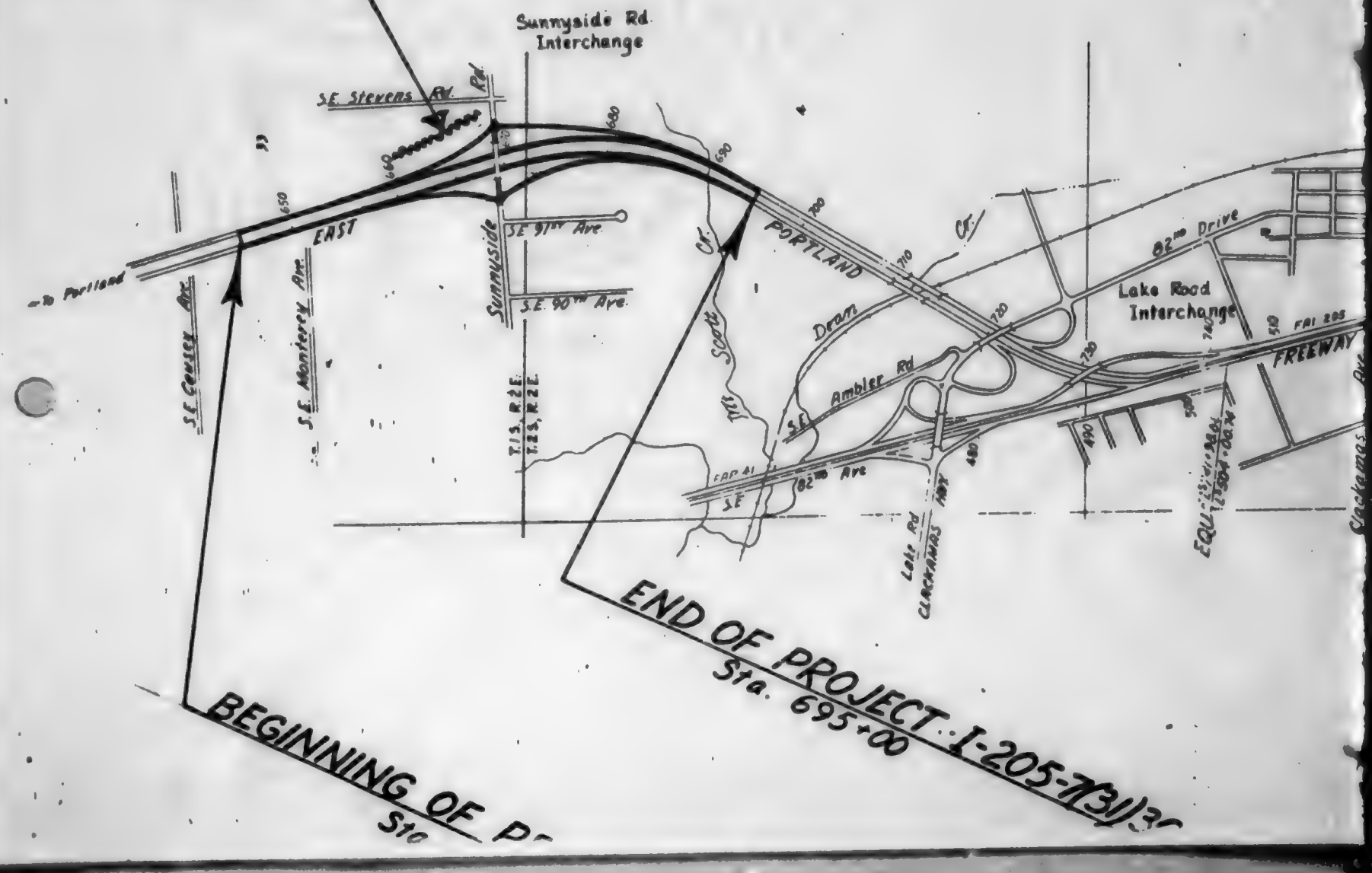
S.E. CAUSEY AVE.~M

EAST PORTLAND FR

CLACKAMAS

JANUARY,

TYPICAL HEDGE SCREEN PLANTING. N.E CORNER OF SUNNYSIDE INTCHG. ALONG R/W FENCE. FRAZER PHOTINIA & PORTUGUESE LAUREL CHERRY.



STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

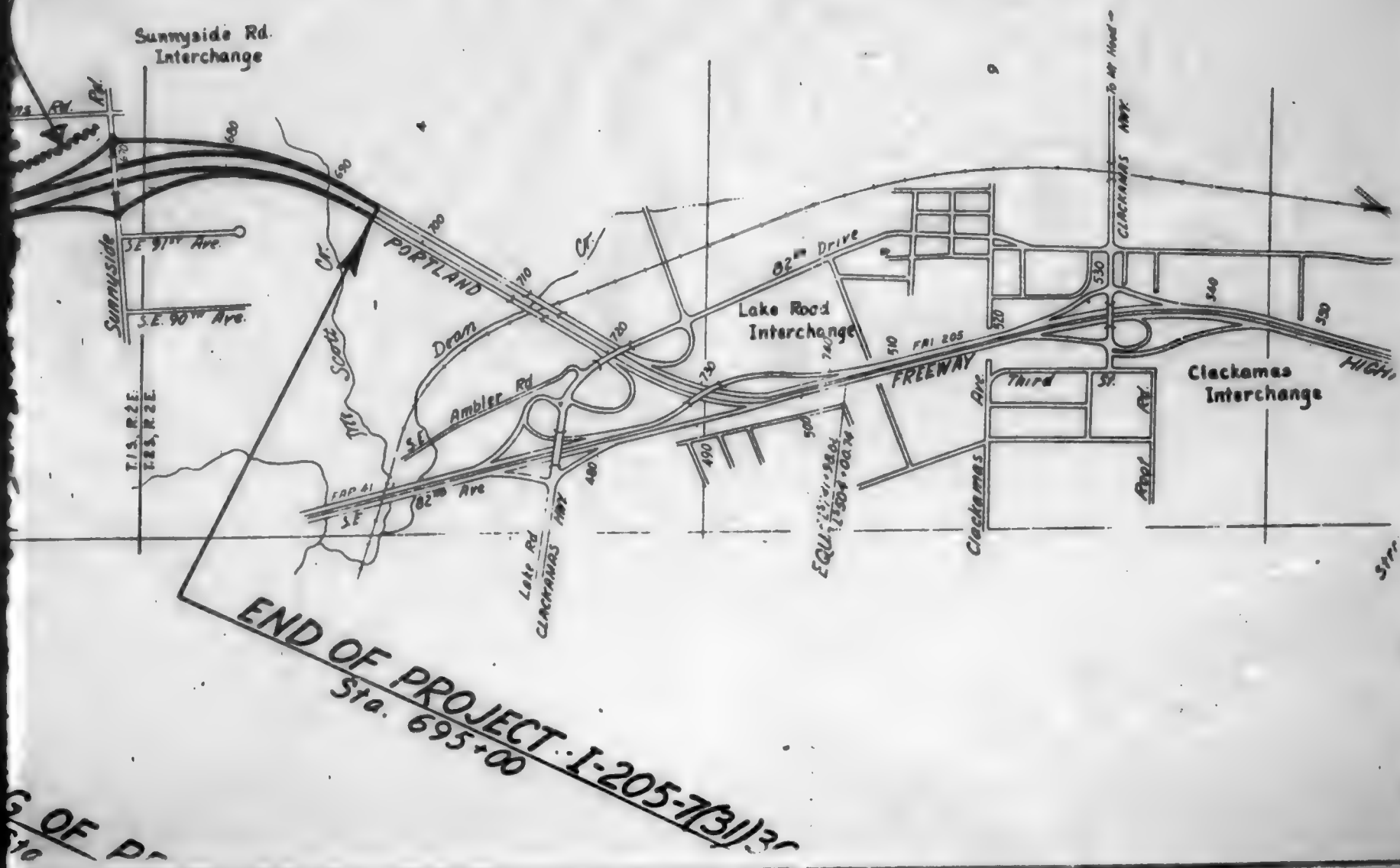
ROADSIDE IMPROVEMENT

S.E. CAUSEY AVE.~MT. SCOTT (

EAST PORTLAND FREEWAY HIGHW

CLACKAMAS COUNTY

JANUARY, 1975



Road Interchange

SCALE IN FEET
0 50 100 200

SE CAUSEY
EAST P

RED. ROAD Div. No.	
10	C

526 | PFITZER CHINESE JUNIPER - 6'O.C.
130 | FRAZER PHOTINIA 5'O.C.
110 | PORTUGUESE LAUREL CHERRY 5'O.C.
110 | YELLOWTWIG DOGWOOD - 5'O.C.
APPROXIMATE DITCH LOCATION
DAR
O 5'O.C.
'O.C.
5'O.C.
320 | TAMARIX SAVIN JUNIPER - 5'O.C.
20 | MUGHO SWISS MOUNTAIN PINE
20 | HAIRY MANZANITA
2 | COLORADO SPRUCE
2792 | STATE HYBRID BEARBERRY - 2'x3'O.C.
340 | GOLDEN PFITZER JUNIPER - 6'O.C.
407 | WAUKEGAN CREEPING JUNIPER 4'O.C.
35 | HAIRY MANZANITA
691 | WAUKEGAN CREEPING JUNIPER 4'O.C.
2450 | STATE HYBRID BEARBERRY - 2'x3'O.C.
5 | NORWAY SPRUCE
665
130 | OREGONGRAPE - 5'O.C.
20 | MUGHO SWISS MOUNTAIN PINE
1 | SMOKE PINE
320 | TAMARIX SAVIN JUNIPER - 5'O.C.
222 | PFITZER CHINESE
SIDE ROAD

11V-358

S.E. CAUSEY AVE: MT. SCOTT CRK. SEC. EAST PORTLAND FREEWAY HIGHWAY CLACKAMAS COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(31)304		See Index

SCALE IN FEET
0 50 100 200

526, PFITZER CHINESE JUNIPER - 6'O.C.

ER PHOTINIA 6'O.C.
UXUSSE LAUREL CHERRY 6'O.C.
NTWIG DOGWOOD - 5'O.C.
TE DITCH

320, TAMARIX SAVIN JUNIPER - 5'O.C.

20, MUGHO SWISS MOUNTAIN PINE
30, HAIRY MANZANITA
2, COLORADO SPRUCE
2792, STATE HYBRID BEARBERRY - 2'x3'O.C.
340, GOLDEN PFITZER JUNIPER - 6'O.C.
407, WAUKEGAN CREEPING JUNIPER 4'O.C.
35, HAIRY MANZANITA
641, WAUKEGAN CREEPING JUNIPER 4'O.C.
2430, STATE HYBRID BEARBERRY - 2'x3'O.C.
3, NORWAY SPRUCE

665

OREGONGRAPE - 5'O.C.
MUGHO SWISS MOUNTAIN PINE
1, SHORE PINE

320, TAMARIX SAVIN JUNIPER - 5'O.C.
222, PFITZER CHINESE

SIDE ROAD

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: February 26, 1981

TO: J. H. Versteeg
Engineering

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

ORIGINAL SIGNED BY
ANTHONY J GEORGE JR.

SUBJECT: Noise Mitigation Cost Estimates
SE Yamhill-SE Powell Section
East Portland Freeway
Multnomah County

Please estimate costs and the engineering feasibility of a noise barrier between Stations "BL" 413+50 (98' Rt.) and "BL" 417+00 (110' Rt.). Please determine if there would be adequate right-of-way for a berm, wall, or berm-wall combination and furnish costs for each of these mitigation measures. A wall should be evaluated using a texture similar to the existing retaining wall.

In order to attain proper attenuation, the top of the barrier elevation should be 310.0 over the 350 foot length. The height of the barrier would vary from 5 to 16 feet.

Additionally, please estimate the cost of planting a thick hedge instead of a barrier in this location. Please provide information about upkeep and maintenance for this option. The owner has indicated that a hedge may be acceptable to him.

The attached figures show the location of the barrier. Additional maps, cross-sections, and photographs are available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

AJG:TT:ct

Attachment

cc: Adrian Olson

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 27 1981
ROAD DESIGN SECTION

Do Not File ☐
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Bring to
Action

8808 2-81

SUPPLEMENTAL NOISE BARRIER ANALYSIS

9260 S.E. Clinton St. (R/W Lot No. 38)

Contract No. ~~8088~~ 8808

S.E. Yamhill St.-S.E. Powell Blvd.

East Portland Freeway

Multnomah County

Prepared by:

Oregon Department of Transportation

Tim Thex, Senior Environmental Engineer

Environmental Section

Technical Services Branch

February 1981

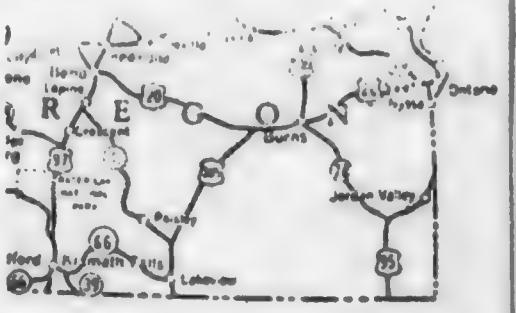
FIGURE 1
LOCATION OF MITIGATION AREA
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)

PRELIMINARY COPY
SUBJECT TO CHANGE

Portland
Sketch Map
Scale 0 800 1600 2400 Feet

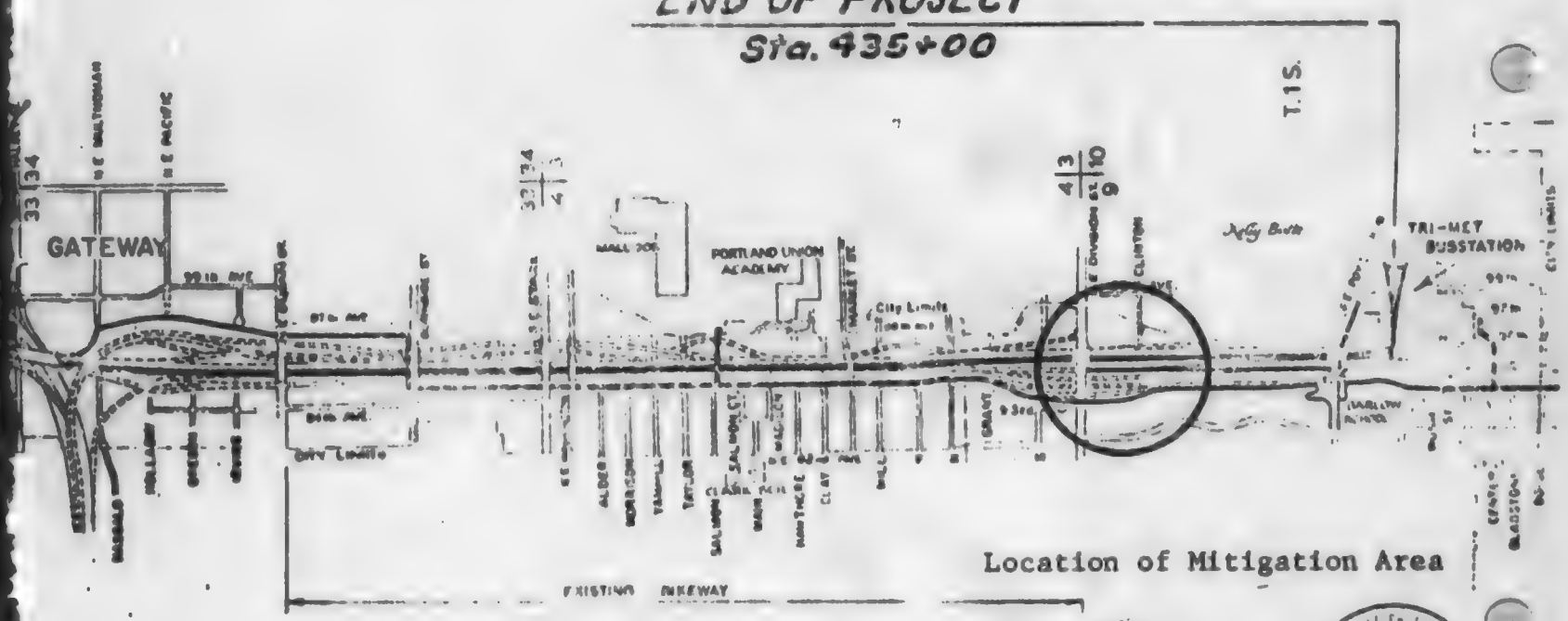
OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter J. Brix COMMISSIONER
Michael P. Hollern COMMISSIONER
Frog B. Klaboe DIRECTOR OF TRANSPORTATION

FIGURE 1
LOCATION OF MITIGATION AREA
EMENTAL NOISE BARRIER ANALYSIS
.E. CLINTON(R/W LOT NO. 38)
AST PORTLAND FREEWAY (I-205)



PRELIMINARY COPY
SUBJECT TO CHANGE

END OF PROJECT
Sta. 435+00



Location of Mitigation Area

Portland

Sketch Map

Scale 0 800 1600 2400 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Kiaboe	DIRECTOR OF TRANSPORTATION

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER — DATE

S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway
Multnomah County

INTRODUCTION

The following report documents the analysis and mitigation investigation for property located at 9260 S.E. Clinton Street, or Lot #38 as described on the right-of-way detail map of the area. The property investigated is located between S.E. Division and Powell Streets, immediately south of S.E. Clinton Street on the west side of I-205 (see Figure 2). This property, which was originally to be taken for right-of-way, is currently unprotected from the anticipated highway related noise generated by the I-205 freeway. Noise mitigation measures to mitigate noise levels at this property were not investigated due to an oversight during the design phase. The property owner has complained that mitigation was not provided.

PREDICTED NOISE LEVELS

Year 1996 noise levels are predicted to be Leq 67 dBA at the residence described above. This noise level was computed by adding the individual noise levels resulting from projected traffic on the I-205 roadway and the accompanying ramps in the area. The predicted noise level will be reduced somewhat by a retaining wall just south of the residence which obscures the view of the freeway and the ramps, thereby reducing the noise impact. An earth berm is located north of the property but has little effect on predicted noise levels.

The predicted noise level of Leq 67 dBA equals the federal design noise level applicable to this area (Leq 67 dBA). FHPM 7-7-3 specifies that mitigation must be investigated, and, if feasible and practical, implemented, if noise levels at any property are predicted to approach or exceed the federal design noise level for that particular land use.

NOISE MITIGATION

As specified by FHPM 7-7-3, all applicable forms of noise mitigation, including the following, were investigated:

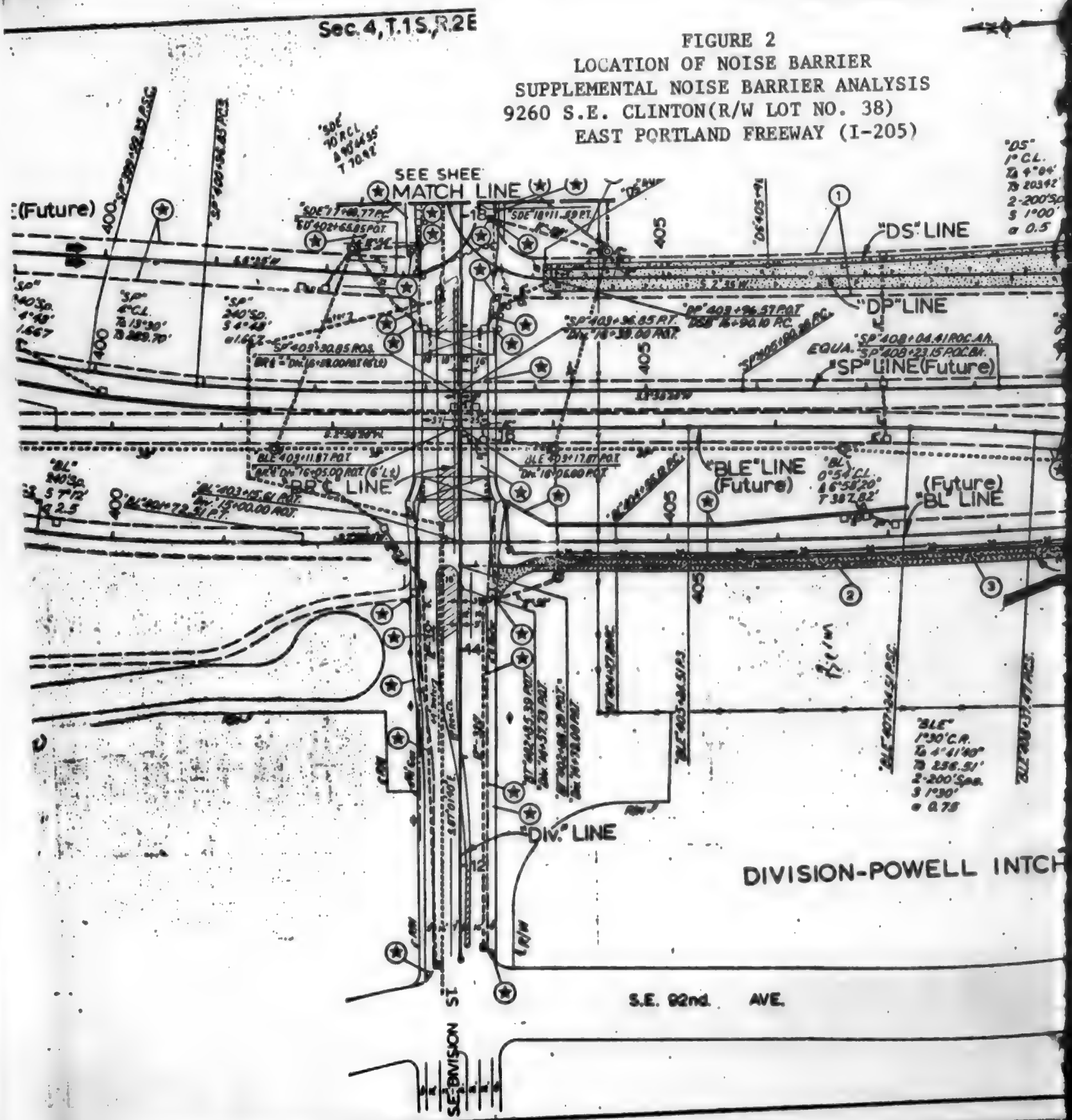
1. Traffic management measures - All traffic management measures, such as truck restrictions and speed limits were regarded as unfeasible because traffic flow and interstate commerce would be impeded.

2. Change in Horizontal or Vertical Alignment - The existing corridor was found to be most desirable route for the freeway, and the major portion of the roadway has already been constructed, thus preventing further design changes.

3. Acquisition of Impacted Property - Federal regulation only allows the purchase of property for purposes of developing noise buffer strips. Since all the other receptors in the area are protected by noise barriers, a buffer strip would be ineffective.

4. Construction of Noise Barriers - Construction of a noise barrier was found to be feasible for this area. A concrete wall, 275 feet in length and approximately 10 feet in height would mitigate predicted noise levels at 9260 S.E. Clinton to an acceptable level of Leq 61 dBA, a reduction of 6 dBA. Noise levels at a second house in this area (9247 S.E. Clinton) would be reduced 3 dBA, from Leq 64 dBA to Leq 61 dBA. The estimated cost of the barrier would be $50,000, with a cost per dwelling unit of $25,000 and a cost per dBA per dwelling unit of $5,500. The noise barrier would extend from Station "BL" 409+00 (80 feet right) to Station "BL" 411+85 (70 feet right). The barrier would tie into the existing noise berm to the north and the concrete retaining wall to the south.

FIGURE 2
LOCATION OF NOISE BARRIER
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)



T.1S.,R.2E

FIGURE 2
LOCATION OF NOISE BARRIER
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY MULTNOMAH COUNTY				SHEET NO. 25A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SEE SHEET
MATCH LINE

"DS" LINE
"DP" LINE
"SP" LINE (Future)
"BLE" LINE (Future)
"BL" LINE (Future)
"BT" LINE
"DIV." LINE

"DS"
1° C.L.
Δ 4°04'
D 2034.2'
2-200'Spir.
S 1°00'
a 0.5

"SP"
0°30' C.L.
Δ 6°34'58"
T 659.00'

"DP"
0°45' C.L.
Δ 1°05'51"
T 78.17'

"BL"
0°54' C.L.
Δ 6°58'20"
T 387.82'

"BT"
0°53'49" C.L.
Δ 6°58'20"
T 388.19'

"BLE"
1°30' C.R.
Δ 4°41'40"
D 256.51'
2-200'Spir.
S 1°30'
a 0.75

S.E. CLINTON ST.

Location of Noise Barrier

DIVISION-POWELL INTCHGE.

S.E. 92nd. AVE.

S.E. DIVISION ST.

CONCLUSION

A noise barrier is recommended for construction between Station "BL" 409+00 (80 feet right) and "BL" 411+85 (70 feet right). The location of the proposed barrier is shown in Figure 2. The proposed barrier would be designed to match the texture and details of the existing retaining wall located between Stations "BL" 411+85 and "BL" 413+25 Rt.

This noise barrier would mitigate the noise impact at 9260 S.E. Clinton and reduce noise levels at 9247 S.E. Clinton. Although the barrier cost per dwelling unit mitigated is high, the construction of this noise barrier would complete noise mitigation that was overlooked during the design phase of this project. Completion of the continuity of noise mitigation along I-205 is the principle reason this barrier is proposed.

8808

1-205

ENV 3

ROAD DESIGN SECTION

February 12, 1981

Tony George, Engineering Coordinator
Environmental Section

A. D. Olson
Preliminary Design Engineer

Noise Mitigation Cost Estimates
S.E. Yamhill-S.E. Powell Section
East Portland Freeway
Multnomah County

The existing right-of-way in the area of the proposed noise barrier is not adequate to construct a berm or berm/wall combination barrier. A concrete wall constructed approximately 15 feet inside the existing right-of-way that would tie into the existing berm to the north and the concrete retaining wall to the south would appear to be the most feasible noise barrier.

Concrete walls can be constructed with concrete block or pre-cast concrete panels. Both walls cost approximately the same to construct and both can be constructed using a texture similar to the existing retaining wall.

In order to tie into the center of the existing berm to the north, this wall would need to be approximately 275 feet long (see attached plan).

This sound wall would cost approximately $50,000 to construct, averaging $182 per lineal foot.

There would be no apparent adverse impact to the road design by constructing this wall.

This would be a Type 1-A project.

ADO:ja

Attachment

COLUMBIA RIVER BR - S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No 25A
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

"DS" LINE

"DS"
1° C.L.
Δ 4°04'
Ts 203.42'
2-200'Sps.
S 1°00'
a 0.5

"DS" 405+96.19 P.S.C.

"DS" 410+02.86 P.C.S.

"DS" 412+02.86 P.T.

"DP" LINE

"DP" 403+96.57 P.O.T.

"DP" 406+90.10 P.C.

"SP" 405+90.26 P.C.

EQUA. "SP" 408+04.41 P.O.C. Ah.

"SP" 408+23.15 P.O.C. Bk.

"SP" LINE (Future)

"SP"
0°30' C.L.
Δ 6°34'58"
T 659.00'

"DP" 411+01.21 P.T.

"DP"
0°45' C.L.
Δ 1°05'51"
T 72.17'

"BL" LINE (Future)

"BL"
0°54' C.L.
Δ 6°58'20"
T 387.82'

"BLE" 410+68.33 P.S.

"BL" 412+29.81 P.T.

"BT" LINE
(For Profile, See Sheet)

"BT"
0°53'49" C.L.
Δ 6°58'20"
T 389.10'

Earth Berm

Proposed Sound Wall

R/W
Exist
Retaining Wall

"BLE" 407+24.51 P.S.C.

"BLE" 408+37.47 P.C.S.

"BLE"
1°30' C.R.
Δ 4°41'40"
Ts 256.51'
2-200'Sps.
S 1°30'
a 0.75

"BLE" 410+37.47 P.T.

"BT" 412+05.05 P.T.

S.E. CLINTON ST.

DIVISION-POWELL INTCHGE.

AVE.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Head of Engineering

DATE: February 6, 1981

FROM: A. J. George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Mitigation Cost Estimates
S.E. Yamhill-S.E. Powell Section
East Portland Freeway
Multnomah County

Please estimate costs and evaluate the engineering feasibility of a noise barrier between Stations "L" 409+00 (465' Rt.) and "L" 411+64 (465' Rt.). Please determine if there would be adequate right-of-way for a berm, wall, or wall-berm combination and furnish costs for each mitigation measure. The barrier should be designed to tie into the existing berm to the north and the concrete retaining wall to the south (note that a wall should be evaluated using a texture similar to the existing retaining wall).

Elevations for the top of the barrier have been established. The elevations are as follows:

Station 409+00 - Elevation 283.1
Station 409+50 - Elevation 283.6
Station 410+00 - Elevation 284.2
Station 410+50 - Elevation 285.0
Station 411+00 - Elevation 285.8
Station 411+50 - Elevation 286.4
Station 411+64 - Elevation 286.6

The barrier would average 10 feet in height over its 264 foot length.

The attached figures show the location of the barrier. There are maps, cross-sections and photographs available in the Environmental Section. Please contact Tim Thex or myself if there are any problems.

AJG:TT:1b

Attachment

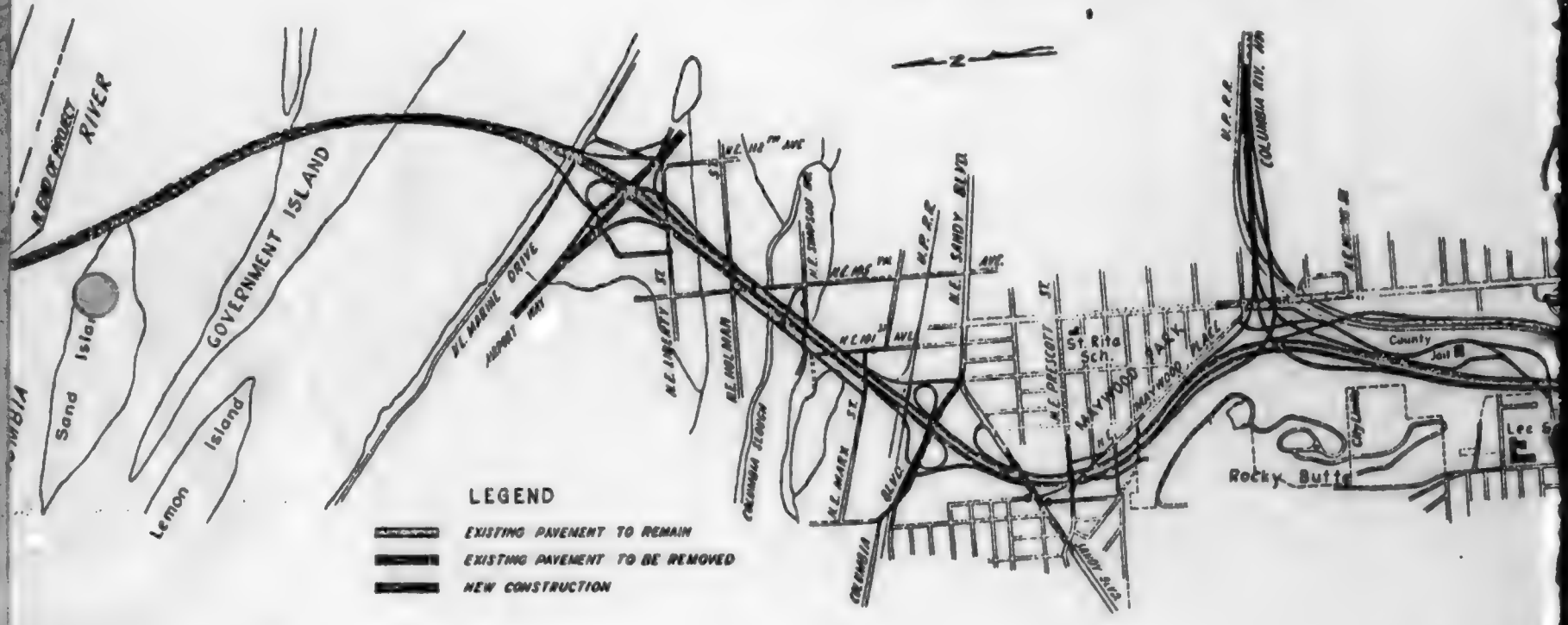
cc: Adrian Olson
Tim Thex

1 Versteeg ✓
Anderson
D Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 9 - 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

FIGURE 1
LOCATION OF MITIGATION AREA
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)



Location of Mitigation Area

FIGURE 1
LOCATION OF MITIGATION AREA
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)

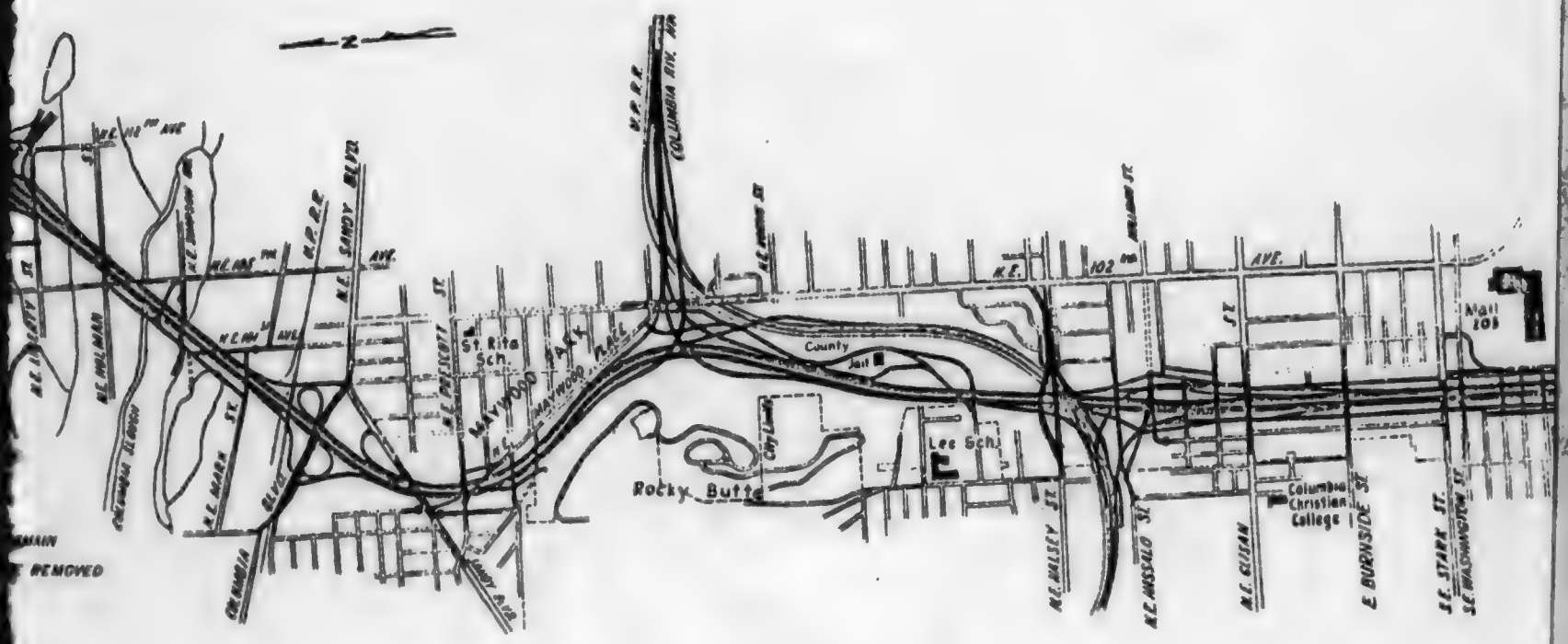
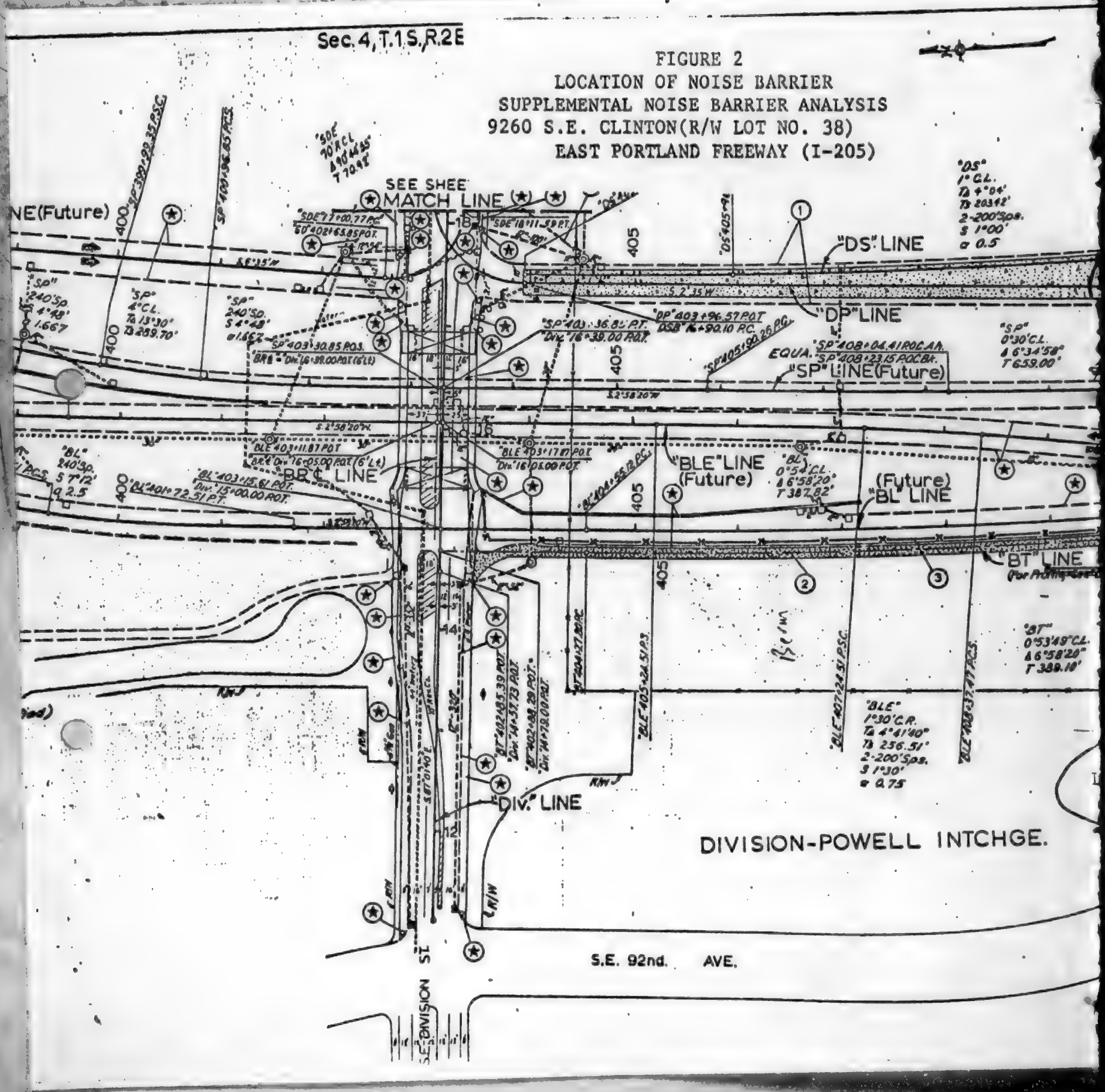


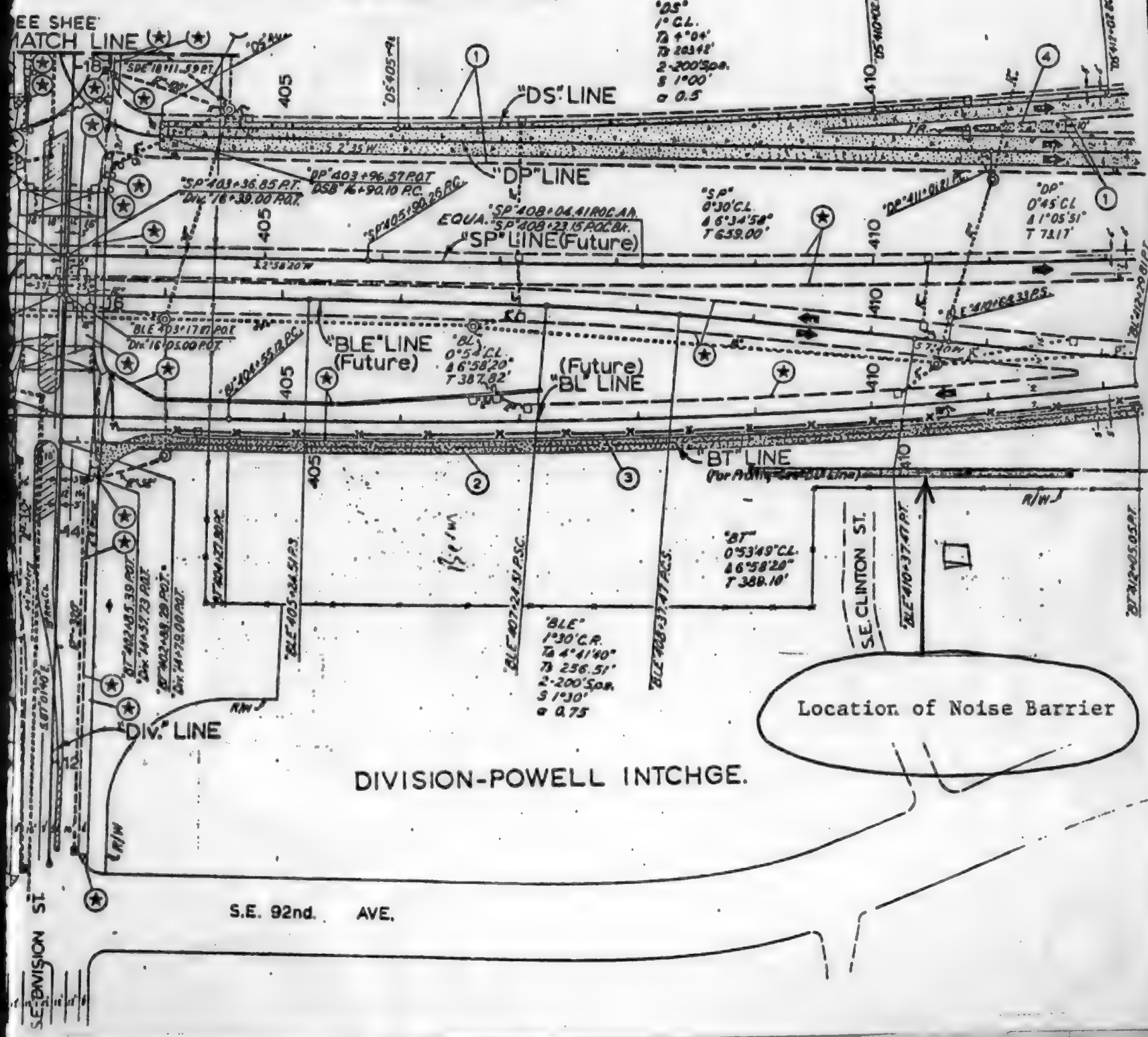
FIGURE 2
LOCATION OF NOISE BARRIER
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)



1S.R.2E

FIGURE 2
LOCATION OF NOISE BARRIER
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)

COLUMBIA RIVER BR.- S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET NO. 25A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			


SEE SHEET MATCH LINE
"DS" LINE
"DP" LINE
"SP" LINE (Future)
"BLE" LINE (Future)
"BL" LINE (Future)
"BT" LINE
DIV." LINE
"DS" 1°CL. Δ 1°04' D 2°31'12" 2-200'Spi. S 1°00' e 0.5
"SP" 0°30'CL. Δ 6°34'58" T 659.00'
"DP" 0°45'CL Δ 1°05'51" T 73.17'
"BL" 0°52'CL Δ 6°58'20" T 387.82'
"BT" 0°53'49"CL. Δ 6°58'20" T 388.10'
"BLE" 1°30'C.R. Δ 4°41'40" D 256.51' 2-200'Spi. S 1°30' e 0.75
S.E. CLINTON ST.
S.E. DIVISION ST.
S.E. 92nd. AVE.
DIVISION-POWELL INTCHGE.
Location of Noise Barrier

STATE OF OREGON

INTEROFFICE MEMO

I-205

TO: GARY POTTER
Environmental Manager

DATE: February 11, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

NOTED
E. S. HUNTER

SUBJECT: SE Yamhill St.-SE Powell Blvd. Section
East Portland Freeway
Contract No. 8808
Noise Mitigation for John Van Diest

I recently wrote to Bob Bothman regarding the question of noise mitigation for the Van Diest property on I-205 between Division and Powell. Tony George was sent a copy of that correspondence along with Resident Engineer Jim McNamee's report on the Van Diest complaint, and Tony also got cross sections of the highway from Jim. I've attached Mr. Bothman's response dated February 5 in which he urges that we proceed with this mitigation. Therefore, I'm requesting that you have Tony George develop a mitigation design for this property and forward to Mr. Versteeg for a determination as to whether it fits our noise mitigation criteria. If so, then a determination should be made whether to add it to the existing contract or add to some future contract.

ELH/cp
Attachment
cc R. N. Bothman
Hal Versteeg w/attachment
Jim McNamee "

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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FEB 12 1981
ROAD DESIGN SECTION

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STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV [

DATE: February 6, 1981

TO: MEMO TO THE FILE

FROM: Tim Thex, Sr. Environmental Engineer
Environmental Section

SUBJECT: Noise Analysis for Van Dienst Property (2826 SE 92nd)
SE Yamhill-SE Powell Section
E. Portland Freeway
Multnomah County
Contract 8088

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GE TE UE SO TO

Projected noise levels for the subject property were calculated to be Leq 67 dBA after completion of the freeway in this section. Thia noise level is the result of acoustic contributions from the I-205 freeway and adjacent ramps and frontage roads. The federal design noise level for this property is Leq 67 dBA, therefore it can be concluded that the property will be impacted.

TT:ct

cc: Ed Hardt
R. N. Bothman

per - 2/10
CC: Jim McNamee - FYI

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 5, 1981

File No: 626-1909

TO: ED HARDT
Region Engineer

FROM: BOB BOTHMAN
Administrator

SUBJECT: S.E. Yamhill Street - S.E. Powell Blvd.
East Portland Freeway
Contract 8808
Noise Mitigation for John Van Diest

RE RME RCE BE
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The Department's philosophy indicates that we do not provide for mitigation under our current noise mitigation policy for homes built along freeways. Out policy does not provide for retro fitting; that is, going back on completed sections of freeways and building noise mitigation.. The one exception is the Mt. Scott Noise Barrier, which was done as a demonstration project.

However, I believe in the case of the Van Diest property, we are mitigating all the noise impacts along I-205 in the city of Portland based on the commitment to do so in the environmental impact statement, which should include the Van Diest property.

With the excellent effort that we have done in mitigating noise on the current I-205 project, it would seem inconsistent that we would leave one property unprotected from the noise because the owner relocated during the freeway construction.

In conclusion, I strongly urge you to proceed with the necessary steps to include noise mitigation, as recommended by Tony George, for the Van Diest property.

po

cc: Gary Potter

8808 (C) (C) 1-205

James W. McNamee
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

February 4, 1981

SE Yamhill-SE Powell Blvd.
East Portland Freeway
Multnomah County

Your "as constructed narrative" for the project was quite informative. I remember some discussion during the plan preparation about the effect of blasting in the Kelly Butte Area. Damage to buildings in the area was a very real possibility. The contractor was wise to have Ureca, Inc., monitor the blasting, so he knew the effect of it, and would have some defensive evidence in the event of claims.

We were pleased to note that you were satisfied with the project plans. You were fortunate in having a very cooperative contractor.

FE:ab
cc: Ed Hardt

8808

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. YAMHILL-S.E. POWELL BLVD.		WEEK ENDING: JANUARY 17, 1981
		SECTION PREFIX: 626-1010
HIGHWAY: EAST PORTLAND FREEWAY		COUNTY: MULTNOMAH
NAME OF JOB: S.E. YAMHILL-S.E. POWELL BLVD.	KIND OF WORK: GRADING, PAVING, STRUCTURES	
CONTRACTOR: ROY E. LADD INC. & CARL MC CONNEL	CONTRACT NUMBER: 8808	FEDERAL AID PROJECT NUMBER: I-205-7(64) 308
DATE OF CONTRACT: AUGUST 28, 1978	DATE WORK STARTED: SEPTEMBER 19, 1978	COMPLETION DATE: SEPTEMBER 10, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 610	WORK DAYS USED / CALENDAR DAYS USED: 730
PROJECT AUTHORIZATION: $7,379,142.75	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 1.20
EXCLUSIVE OF ENGINEERING: $6,854,403.71	ENGINEERING AUTHORIZATION: $524,739.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $6,854,403.71	ENGINEERING COST TO DATE: $541,989.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: 2nd Notif. Sept. 10, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	STORM SEWER	WALLS	PAVING
MILES IN PROJECT	1.43	0.13	1.43		0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,100,711.0	———	1,358,185.0	238,680.0	9600.0
TOTAL QUANTITIES CORRECTED TO DATE	1,334,100.0		1,351,300.0	312,736.0	10,450.0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,334,100.0		1,351,300.0	312,736.0	10,450.0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13524	13528	13531	16302				
PERCENT	100	100	100	100				

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				2nd Notification September 10, 1980.
MONDAY				Semi-final submitted January 14, 1981.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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JAN 19 1981
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted January 14, 1981.

SIGNED _____ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8808

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 1, 1980

NOTED
H. S. COULTER

In Reply Refer to
File No. CON 5 #8808

Roy E. Ladd, Inc.
Post Office Box 06218
Portland, OR 97206

Re: Time Extension Request
S.E. Yamhill St.-S.E. Powell Blvd.
FAP No. I-205-7(64)308
Contract No. 8808

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 120 calendar days is granted due to delays resulting from the performance of extra work on this project. This extension of contract time will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
James McNamee
FHWA - (w/att.)
Robert Church

RECEIVED
STATE HWY ENGR
DEC 2 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

8805

September 26, 1980

Albert Dierickx Co., Inc.
808 S.E. 19th Avenue
Portland, OR 97214

CON 5
#8808

Attention: Albert O. Dierickx
President

Gentlemen:

This is in response to your letter of September 11, stating that you have received another check from Roy E. Ladd, Inc., in the amount of $10,224.90 leaving a balance of $2,590.60.

This is in connection with your claim you filed on July 28, 1980, against Roy E. Ladd, Inc., for labor and material on Contract No. 8808 for work on the Southeast Yamhill Street-Southeast Powell Boulevard Section of the East Portland Freeway in Multnomah County. On July 30, you indicated that $13,090.50 had been paid.

We will note in our records that there is still a balance owing of $2,590.60 and we are also sending a copy of your letter to the contractor and the surety so that they are aware that there is a balance owing.

You may wish to personally contact the surety as the performance bond in the contract assures payment if the contractor for some reason is unable to pay. We are attaching a copy of that bond.

For your information, this contract has not been completed or accepted by the State. We are also attaching a copy of an excerpt from Oregon law which relates to claims against contractors.

Please let us know when you receive the remaining balance so that we can clear our records.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

RWG:dmz
Attachments
cc: Roy E. Ladd, Inc., & Carl R. McConnell
P. O. Box 734
Redding, CA 96001

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Albert Dierickx Co. Inc.
DAREXCO
Painters and Decorators
808 S. E. 19th Avenue • P. O. Box 14457 • 234-9728 • Portland, Oregon 97214

September 11, 1980

Mr. Robert Gormsen
State Highway Department
Rm 121 Transportation Building
Salem, Oregon 97310

Re: Contract #8808
S.E.Yamhill-S.E.Powell Blvd.
Section of East Portland Freeway
in Multnomah County

Dear Mr. Gormsen:

We received another check from Roy E. Ladd, Inc. on September 5, 1980, in the amount of $10,224.90 leaving a balance of $2,590.60(the 10% retainage). The check was dated August 8, we received it September 5.

How long are we expected to wait for the balance?

Yours truly,

ALBERT DIERICKX CO., INC.

Albert O. Dierickx
President

AOD/ag

RECEIVED
SEP 15 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8808

rn cc: H. S. Coulter, OSHD

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

9-22-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

IN COMPANY WITH

Marion Craft, Ed Hardt, Carl Williams, Maury Payne - OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-22-80	C. T. Christianson, Area Engineer	I-205-7(64)308

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	120 %	100 %

S.E. YAMHILL - S. E. POWELL

East Portland Freeway

This project provided for grading, drainage, and structures on this section of I-205. The grading quantities overran by 15 to 20 percent and several items of work were added to the contract contributing to the 120 day overrun in time. Final costs were not available at the time of this inspection.

The project has been satisfactorily completed.

RECEIVED
STATE HWY ENGR
OCT 2 - '80

10-3 cy

REFER TO Heaney
FOR

Info	Invest	R/D	D/R	Sign	Act	File

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

August 1, 1980

Albert Dierlein Co., Inc.
P. O. Box 14457
Portland, OR 97214

CON 3
#8808

Gentlemen:

Thank you for your letter of July 30 stating that you have received a check from Ray E. Ladd, Inc. in the amount of $13,090.30 leaving a balance due of $12,813.30.

This was in connection with a claim filed against our Contract No. 8808 for work on the S.E. Yamhill Street-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

kkr

cc: Ray E. Ladd, Inc. & Carl R. McConnell
P. O. Box 736
Redding, CA 96001

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

NOTED ON CARD
8-1-80 by kkr

Albert Dierickx Co. Inc.
DAREXCO
Painters and Decorators
808 S. E. 19th Avenue • P. O. Box 14457 • 234-9728 • Portland, Oregon 97214

July 30, 1980

Mr. Robert Gormsen
State Highway Department
Rm 121 Transportation Building
Salem, Oregon 97310

Re: Contract #8808
S. E. Yamhill - S. E. Powell Blvd.
Section of East Portland Freeway
in Multnomah County

Dear Mr. Gormsen

We have received a check today July 30, 1980 from Roy E. Ladd, Inc. in the amount of $13,090.50 which is $899.10 less than was billed.

Invoice dated 5/22/80.....	$13,989.60
Paid 7/30/80.....	(13,090.50)
	899.10
Invoice 6/25/80.....	9,325.80
Invoice 7/21/80.....	2,590.60
BALANCE DUE.....	$12,815.50

Yours truly,

ALBERT DIERICKX CO., INC

Albert O. Dierickx

Albert O. Dierickx
President

AOD/ag

RECEIVED
JUL 31 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5459 88.8

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 31 1980
NORMA PAULUS
SECRETARY OF STATE

July 30, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
Contract #8808

Albert Diericks Co., Inc.
808 S.E. 19th Avenue
Portland, OR 97214

RECEIVED
JUL 31 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receipt of your Notice of Claim dated July 28, 1980, with invoices, against Roy E. Ladd, Inc. for labor and materials in the amount of $25,906.

This claim involves Contract No. 8808 with Roy E. Ladd, Inc. and Carl R. McConnell for work on the Southeast Yamhill Street-Southeast Powell Boulevard Section of the East Portland Freeway in Multnomah County. The contract was awarded on August 28, 1978, and has not yet been completed.

The surety is The Travelers Indemnity Company and a copy of this letter will be sent to them and the prime contractor. This letter and your claim are also being sent to the Secretary of State's office for filing.

Please notify this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: Roy E. Ladd, Inc., and
Carl R. McConnell
P. O. Box 756
Redding, CA 96001

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Mailed on Card
8-1-80 dmc

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
AUG 1 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Albert Dierickx Co. Inc.
DAREXCO
Painters and Decorators
808 S. E. 19th Avenue • P. O. Box 14457 • 234-9728 • Portland, Oregon 97214

July 28, 1980

Mr. Robert Gormsen
State Highway Department
Rm 121 Transportation Building
Salem, Oregon 97310

Re: Contract # 8808
S.E. Yamhill - S.E. Powell Blvd.
Section of East Portland Freeway
in Multnomah County

Dear Mr. Gormsen:

NOTICE OF CLAIM

We herewith file claim for full payment of above Project which was finished June 27, 1980. (Copies of Billings attached.) Total of Claim $25,906.00.

Yours truly,

ALBERT DIERICKX CO., INC.

Albert O. Dierickx

Albert O. Dierickx
President

AOD/ag

inc.

RECEIVED
JUL 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

234-9728

Albert Dierickx Co., Inc.

DIERICO

Painters and Decorators

808 S. E. 19TH AVENUE P. O. BOX 14457 PORTLAND, OREGON 97214

Roy E. Ladd, Inc.
General Contractor
P O Box 756
Redding, Calif. 96001

DATE May 22, 1980

STATEMENT

Re: Contract # 8808
S.E.Yamhill - S.E.Powell Blvd
Section East Portland Freeway - Mult. Co.
Our Job No. 2025

Contract Price.....	$25,906.00
Progress Billing for period ending 5/31/80.....	$15,544.00
Less Retainage of 10%.....	(1,554.40)
TOTAL NET DUE THIS BILLING.....	$13,989.60

RECEIVED
JUL 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ACCOUNTS NOT PAID BY 10th WILL BE SUBJECT TO INTEREST CHARGE AT LEGAL RATE.

234-9728

Albert Dierickx Co., Inc.

DANIXCO

Painters and Decorators

808 S. E. 19TH AVENUE P. O. BOX 14457 PORTLAND, OREGON 97214

Roy E. Ladd, Inc.
General Contractor
P O Box 756
Redding, Calif. 96001

DATE June 25, 1980

STATEMENT

Re: Contract #8808
S.E.Yamhill - S.E.Powell-
Section East Portland Freeway-Mult. Co.
Our Job No. 2025

Contract Price.....	$25,906.00
Billing on Contract 100% complete.....	$25,906.00
Less Previous Net Billing of.....	(13,989.60)
Less Retainage of 10%.....	(2,590.60)
TOTAL NET DUE THIS BILLING.....	$9,325.80

RECEIVED
JUL 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ACCOUNTS NOT PAID BY 10th WILL BE SUBJECT TO INTEREST CHARGE AT LEGAL RATE.

Albert Dierickx Co., Inc.

DAREXCO

Painters and Decorators

808 S. E. 19TH AVENUE P. O. Box 14457 PORTLAND, OREGON 97214

Roy B. Ladd, Inc.
General Contractor
P O Box 756
Redding, Calif. 96001

DATE July 21, 1980

STATEMENT

Re: Contract #8808
S.B.Yamhill - S. E. Powell
Section East Portland Freeway-Mult. Co.
Our Job No. 2025

Contract Price.....	$25,906.00
Billing of Retainage.....	$2,590.60

RECEIVED
JUL 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ACCOUNTS NOT PAID BY 10th WILL BE SUBJECT TO INTEREST CHARGE AT LEGAL RATE.

8801

Roy E. Ladd, Inc.

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. 96001

July 6, 1979

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. H.S. Coulter, State Highway Engineer

Subject: Contract #8808
S.E. Powell - S.S. Yamhill Section 2-205
Time Extension Request

Gentlemen:

Reference is made to your letter of April 27, 1979 denying our request for a time extension in connection with the subject job.

We wish to take exception to your denial and the reasons stated. This letter will serve to inform you that we wish to pursue this request at a later date if time should become a consideration at the completion of the work.

Very truly yours,

ROY E. LADD, INC.

Merrill Bird

Merrill Bird
Area Manager

MB/cr

cc: Jim McNamee
Portland Job site

RECEIVED
STATE HWY ENGR
JUL 9-'79
REFER TO
FOR
Info | Invest | D/D | D/R | Sch | Act | File

7/9

8808

8

April 27, 1979

Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

Gentlemen:

Time Extension Request
S.E. Yamhill-S.E. Powell Boulevard
Multnomah County
Contract 8808

Your request for an extension of time on the subject project has been given careful review.

In setting completion time for a project, it is recognized that winter months are normally less productive. In the Portland area, one could not expect to pour concrete during the winter without experiencing delays, hence reasonably predictable weather is not normally a valid reason for time extension.

Should you be able to show that weather conditions were not reasonably predictable and resulted in actual delays to the completion of the project, you may submit this item for reconsideration. Your request is denied at this time.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:mk ji

bc: C. T. Keasey
E. L. Hardt
James McNamee
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 23, 1979

FILE:

FROM: O. B. Jackmond
Contract Admin. Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
SE Yamhill-SE Powell Blvd.
Multnomah County
Contract 8808

Roy E. Ladd, Inc., the contractor on the above project, requests a 45 calendar day increase in which to complete the above project. Unusually cold weather which disrupted the contractor's schedule is the reason given for this request.

Some pertinent project time data are as follows:

Award	August 28, 1978
Time Count Began	September 12, 1978
Specified Time	610 Calendar Days
Time Expires	May, 1980

The contractor states he was prevented from placing concrete from December 21, 1978 through February 6, 1979 due to the unusually cold weather. This in turn delayed the progress of the work.

The cold weather was very evident. Much of this should be expected during the winter months. A contractor should not expect to be able to pour concrete all winter. The project has a very long time allowed for completion. Disruption in the contractor's scheduling took place early enough in the project that he should be able to make necessary adjustments to complete the contract on time. The contractor recently furnished the Resident Engineer with a schedule anticipating completion in October of this year.

It appears the delay is not abnormal and it is recommended that this request for time be denied. If the contract should run overtime and it can be shown the weather had a direct impact, then reconsideration of this item would be appropriate.

A rough draft letter to the contractor is attached.

OBJ:DA:mk

Attach.

cc. E. L. Hardt
J. McNamee

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OK IR

B-330 (Rev. 3-78)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 23, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 610 days to 655 days, within which to complete our Contract No. 8808, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Unusually cold weather prevented our placing concrete for a period beginning December 21, 1978 and continuing through January to February 6, 1979 (See our letter of record dated February 7, 1979).

45 Calendar Days

Respectfully submitted,

Roy E. Ladd, Inc.
Contractor

By Merrill Bird

CONSENT OF SURETY

Date February 27, 1979

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James A. [illegible] Attorney-in-Fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8808 Contractor Roy E. Ladd Inc. & Carl R. McConnell

Highway East Portland Freeway

Section S.E. Yamhill - S.E. Powell Blvd.

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Regional Engineer

O. B. Jackmond
For Construction Engineer ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8808
Project designation	Federal (State-Federal)
Date awarded	August 28, 1978
Work started	September 19, 1978
Per cent completed	20% Feb.23, 1979 (Date)
No. of Workdays Allowed	610
No. of Workdays Used	165
No. of Added Workdays Requested	45

SP*67865-734

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:
That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

James A. Vick of San Francisco, California

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.
This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

This power of attorney revokes that dated June 19, 1972 on behalf of James A. Vick

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 2nd day of May 1973.

THE TRAVELERS INDEMNITY COMPANY

By E. A. Houser

Secretary, Surety

THE TRAVELERS INDEMNITY COMPANY SEAL

State of Connecticut, County of Hartford—ss:
On this 2nd day of May in the year 1973 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

This power of attorney revokes that dated June 19, 1972 on behalf of James A. Vick

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 2nd day of May 19 73.

THE TRAVELERS INDEMNITY COMPANY

By E A Houser

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 2nd day of May in the year 1973 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

S-1869 PRINTED IN U.S.A. 170

(Over)

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 27th day of February 19 79.

THE TRAVELERS INDEMNITY COMPANY SEAL

Assistant Secretary, Surety

S-1440 (BACK)

#8108

STATE COPY

cc: State (H. S. Coulter) 11-14-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-14-78	C. T. Christianson, Area Engineer	I-205-7(64)308

IN COMPANY WITH Marian Craft, Reg. Constr. Engr., OSHD, Jim MacNamee, Resident Engineer, OSHD, and Roger Skowie, Auditor, FHWA

LOCATION On new alignment of Interstate Route 205 between Yamhill St. and Powell Blvd. in East Portland

CONTRACTOR NAME AND ADDRESS

Roy E. Ladd, Inc. and Carl R. McConnell, Redding, California

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-28-78	$6,521,738.	610 calendar days	9-12-78	9-19-78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	10%	7%

REMARKS

YAMHILL ST.-POWELL BLVD. SEC.
EAST PORTLAND FREEWAY
Grading, Paving and Structures

This inspection included a field review of work completed to date and work in progress at this time. The review also included project documentation including support documentation for progress estimate payment and inspection reports for quality control and engineering.

A minor amount of grading has been completed to date and some of the piling for the Division Street mainline structure has been driven. Work in progress included excavation near Yamhill Street and placement of embankment near Powell. Pile driving operations were underway at Bent 4 of the Division Street structure.

The review of project records indicated that quality of grading work to date is satisfactory and support documents backing progress payments to the contractor are adequate for payment purposes.

RECEIVED STATE HWY ENGR NOV 30 '78 REFER TO FOR Info Invest R/D D/R Sign Act File

11/30 cf Keasey

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8808

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1978

Ray E. Ladd, Inc.,
& Carl E. McConnell
P. O. Box 736
Redding, CA 96001

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8808 for work on the S.E. Yamhill Street-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
James McNamee

Roy E. Ladd, Inc.

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. 96001

September 21, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Regarding: Executed Copies of Contract No. 8808
S. E. Yamhill Street - S. E. Powell Blvd.
East Portland Freeway

Gentlemen:

Enclosed please find two fully executed copies of Contract No. 8808 for work on S. E. Yamhill Street - S. E. Powell Boulevard Section of the East Portland Freeway.

Very truly yours,

ROY E. LADD, INC. & CARL R. MC CONNELL

Craig Wiseman

CW:cb

Enclosure

NOTED
C. W. HEAD

RECEIVED
SEP 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORROON & BLACK/MILLER & AMES
50 California St., P.O. Box 3995, San Francisco, Calif. 94119
(415) 981-0600 • Telex 34-0617

Insurance Brokers
Surety Bonds

September 13, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Bond No. 447#154-6
Roy E. Ladd, Inc./
Carl R. McConnell, J.V.
Contract No. 8808

No witness sig.

Gentlemen:

We enclose duly executed Contract, Performance Bond for our Client, the above captioned for their job with you in connection with the construction on State Highway in Multnomah, East Portland Freeway, SE Yahmill Street, SE Powell Blvd., grading, paving and structures.

If we can be of any further assistance assistance or if anything further is required on this project do not hesitate to give us a call.

Very truly yours,

James A. Vick

JAV:ocd

encl.

cc: Ladd/McConnell

1 2 1978
OFS

8808

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
James McNamee
SAIF
Fran

August 30, 1978

Roy E. Ladd, Inc.
& Carl R. McConnell
P. O. Box 736
Redding, CA 96001

Gentlemen:

The Oregon Transportation Commission on August 28 accepted your proposal for work on the S.E. Yamhill Street-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County for the sum of $6,521,738 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8808.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 12, 1978. Please refer to Section 108.13, "Right of Way and Access Delays," on page 11 under the Special Provisions.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

8808.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 24, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 24 on the following projects:

1. Vineyard Rd, Naef Rd & Boardman Ave
   FAP No. SOS-0300(6)
   Clackamas County

   Grading and paving

   Four-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Warren-Scappoose
   Columbia River Highway
   Columbia County

   Grading, paving and structures

   Eight-foot shoulders to be striped and signed as a Class III bikeway.

3. Koosbay Blvd at Bayshore Drive
   FAP No. M-2661(1)
   Coos County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Little Deschutes River (Montgomery) Bridge
   FAS B 345
   Deschutes County

   Bridge repair

   Same as No. 3.

5. Cabin Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Grading

   Same as No. 3.

6. 12th St & Hall Ave (Prairie City)
   FAP OS 1202(1)
   Grant County

   Base and paving.

   Same as No. 1

7. Snabel Creek, Bologna Creek and Bone Creek Bridges
   John Day Highway -
   Grant & Wheeler Counties

   Structures

   Same as No. 1.

8. Long Prairie Road-Willow Flat Road
   Mt. Hood Highway
   Hood River County

   Grading and paving

   Six- and eight-foot shoulders to be striped and signed as a Class III bikeway.

9. Rogue Valley Highway at South Stage Road
   FAP ROS-37(5)
   Jackson County

   Grading and paving

   Grading and paving incidental to removal of roadside obstacles.

   Same as No. 3.

10. Maple Lane-Hamilton Lane (Grants Pass vicinity)
Rogue Valley Highway
Josephine County

Paving

Six-foot shoulders to be signed and striped as Class III bikeway.

11. Lone Tree Bar State Park
Marion and Yamhill Counties

Paving and buildings

Bikeways will be constructed under later contracts.

12. SE Yamhill St-SE Powell Blvd
East Portland Freeway
Multnomah County

Grading, paving and structures

Intermittent sections of Class I bikeway to be constructed on this project. Bikeway will be completed under later contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9808 8-2-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR AUTHORIZATION~~

FEDERAL AID PROJECT NO. I-205-7(64)308

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80342

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-78	8-2-78	Interstate 205	Primary 64

GENERAL LOCATION:
S.E. Yamhill St. - S.E. Powell Blvd. Section

GENERAL DESCRIPTION OF WORK:
Grade, drain, four (4) structures and Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $25,000
on the job Training 12,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,790,773 - Federal Funds $7,184,560.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE
8-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-78	E. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8808

1-205-54

Salem, Oregon
August 1, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

SE Yamhill St.-SE Powell Blvd.
East Portland Freeway
Multnomah County

Impact attenuators for the above section are required.

Please prepare design, plans of attenuators and return a copy to us.

Attached is a sketch map of the required locations as listed below.

S.E. Division Street on both ends of center falsework 25'-0" in advance of each side of structure. See Br. Drwg. No. 33443.

WGB:ab
cc: W. G. Beard
Fred Eriksen

8808

I-205-54

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7 RG 78
Ronald L Rondt

Aug 24 '78 Bid Letting _____ All Clear Deadline

SECTION SE Yamhill St.-SE Powell Blvd.
Highway E. Portland Freeway
County Multnomah Region M
Type of Work G-Bus-Strs(4) Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X	X	X	X
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

8808 E

1-205-54

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan Street, Portland 97213

DATE July 13, 1978

TO MEMO TO FILE

FROM LOUIS C. GROTHAUS
Metro R/W Supervisor

Art
Tom
O.b.

SUBJECT I-205 Freeway
S.E. Yamhill St. - S.E. Powell Blvd. Section
(Scheduled Contract Letting August 24, 1978)

Improvements Remaining on R/W

File

49353 - Humphrey (2822 S. E. 92nd; small house)

49352 - Reis (2746 S. E. 92nd; big house, log cabin, large garage)

49340 - Whitaker (9319 S. E. Division; older house)
Note: House has been held for condemnation trial scheduled for trial Aug. 17, 1978.

dismissed w/ Rod Henry R/W — he indicates that this is no problem - above ok plans to be removed etc. ADD

49341 - Benson (9326 S. E. Caruthers; very poor duplex)

49342 - Clifton (2362 S. E. 93rd Pl.; poor house)

49343 - Griffin (2348 S. E. 93rd Pl.; poor house)

49349 - Oldham (2300 S. E. 93rd Pl.; poor house)

49350 - Hadfield (9330 S. E. Grant; house)
Note: State due possession 7/17/78.

REFERRED TO
Board, Stoudenmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

cc J. B. Boyd
K. D. Limbocker
G. M. Knowlton
Adrian Olson

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Savage

RECEIVED
JUL 17 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

8808

1-205-54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 6, 1978

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: SE Yamhill-SE Powell
East Portland Freeway
Multnomah County

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Preliminary plans for the project were reviewed June 28, 1978, at the Milwaukie Region Office and on the project.

Plan and Specification details were discussed as follows:

1. There will be approximately 30,000 to 40,000 c.y. of embankment to complete, just south of Powell, on this project. The excavation to be completed between Division and Powell shows some rock areas. The Specs will need to require fine material in the end fills for the structures at Powell. It was proposed, that for this amount of material, a haul structure at Powell would not be required. The Specs should caution about blasting rock in this area close to residences.

2. The C.T.B. shown on the future base design will be changed to lean concrete mix.

3. The asphalt paving courses will be "B" mix rather than the "C" mix shown.

4. We need to know the status of all contracts within the project limits; when the completions are anticipated or when these areas will be available to the Yamhill-Powell contractor. Field to provide information as of July 20, 1978.

5. Temporary drainage sumps will not be required it was felt, if there is an allowance for temporary drainage as an extra work item.

6. A temporary foot path with fence should be added near Salmon Street to this job, as it has not been built on the previous contract. Specifications to stipulate that foot path will be built and fenced prior to closing Clay Street foot path.

7. A new water line has been installed at Taylor Street and should be added to the plan and profile.

8. Mill Street and Division Street water lines should be shown on the profiles.

9. No falsework opening need be specified for Salmon Street Pedestrian Crossing. Contractor should provide for his own needs.

10. A falsework opening for the Division Structure of 30 feet should be specified. The Division Street traffic will have to be back on Division (Detour Closed) before constructing the "L" Line Structure.

11. A falsework opening for the Powell structure of 30 feet should be specified. Also need an opening on both sides for pedestrians.

12. The Region requested a change in the type of pile tips. Use Pruyn point as alternate by showing it on plans.

13. It was requested the specifications place the responsibility on the contractor for selecting suitable material for topsoil and stockpiling it in locations compatible with his construction schedule if necessary before final placement on slopes.

14. The temporary fence at the Division Street detour should not be anticipated for salvage. Rest of fence may be reinstalled.

15. Illumination on Powell will be provided in this contract.

16. The traffic signal at Powell will require revising to fit the street plan proposed. The cost should be set up as an anticipated item. The signal will require a couple of revisions at separate intervals before it suits the future planning. Traffic informs me the City does not have the right-of-way for the four-lane section west of Powell.

17. The Specifications should require "special wall backfill material". Allowing the use of gravels from excavation materials has not been satisfactory.

18. Traffic control at Market and 96th due to power line and water line work. Probably have to just stop traffic as sight distance is impaired by barn and walls.

19. Add an inlet at gore point at approximately Sta. 385+60.

FE:ab
cc: Marion Craft
Jim MacNamee
Cliff Christiansen, FHWA
Ken Limbocker
Gary Kennen
Carl Williams
John Tindall
Tom Bricher
Norm Cuno

8808

1-205-54

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM S.E. Salmon St - SE Powell Blvd.

TO S.E. Yamhill St - SE Powell Blvd
East Portland Freeway Highway
Multnomah County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

Versteeg
1 Christensen
George
2 Olson
Terpin
3 Sullivan
4 Scott
5 Savage

Trout

RECEIVED
MAR 23 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

O.K.
O.B.

8808

STATE OF OREGON

INTER-OFFICE MEMO 1-205-54

TO: MEMO TO THE FILES

DATE: March 9, 1978

FROM: PAUL HAILEY
Senior Designer

SUBJECT: S.E. 96th Avenue
Re-alignment at Salmon Street

Bill Carson of Multnomah County came to this office yesterday to discuss the location of the future S.E. 96th Avenue centerline. The street was originally built centered within a 50' right-of-way. An extra 10' strip of right-of-way along the east side was purchased later.

County thinking for future widening on 96th Avenue is for a 44' street centered within the 60' right-of-way. Curb returns for newly built Main Street were placed accordingly, 27' from present street centerline.

State plans for relocated 96th Avenue, as part of the "S.E. Stark/Washington Interchange (Washington Street undercrossing and pedestrian undercrossing), Section," plans show the centerline matching the existing street centerline, 5' west of where the county would have liked it to be.

State work should relocate the Main Street curb returns to 22' from present street centerline. This is acceptable to the county, providing they will have adequate room to the west to build their full street section. The county will send a letter to define their expected typical section.

PH:clk

7

Plans ~~mailed~~ Fit add.

REFERRED TO

Beard	Dorn
Cole	Sample
Eriksen F.E.	Watson
Heger	Lou

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
2 Olson add.
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 10 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

1978 30th & Melbourne 8809
on Marine Dr. in Astoria
(Traffic signal)

GAO 6503 5-8-78

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 19, 1979

FILE:

FROM: C. O. Fredrickson
Region 2 Engineer

TO: H. S. Coulter
Highway Engineer

SUBJECT: Final Cost Reconciliation
30th St., Melbourne Ave
@ Marine Drive (Astoria)
Lower Columbia River Highway
Clatsop County

In May, 1978, the Department of Transportation entered into agreement with City of Astoria for installation of traffic signals at subject intersections. All costs were to be borne by the City under an E.D.A. grant.

Based on the bid received, City requested $64,561.36 from the Department of Commerce in E.D.A. funds. This amount included preliminary engineering, construction cost, anticipated items, contingencies and construction engineering.

The final reconciliation shows a total charge to the project in the amount of $67,247.77. This is $2,686.41 more than the E.D.A. grant. There is no way for City to get additional E.D.A. monies so this cost normally would be borne by City.

Review of the charges (invoice 127326) show the anticipated items overran $1,319.34, engineering overran by $1,931.10, and the writing of two Price Agreements overran the contingency amount by $2,455.81. All these were items City couldn't anticipate.

City has requested relief for the expenditure in excess of the E.D.A. grant. Region is aware of some charges by the striping crew being transferred to another prefix, therefore, the exact amount of relief requested is unknown.

Region office has reviewed City request. In view of the benefit to the highway system derived from the project, Region recommends the Highway Division utilize State funds and pay the difference between the E.D.A. grant of $64,561.36 and final costs.

Your concurrance is respectfully requested.

POS/mdd

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 12/21/79

RECEIVED
STATE HWY ENGR
DEC 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8809

August 13, 1979

Transamerica Insurance Company
1150 S. Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8809 awarded to Hamilton Electric, Inc. for traffic signal installation on 30th Street and Melbourne Avenue at Marine Drive in Astoria, Clatsop County, was completed on May 24, 1979 and accepted by the State Highway Engineer on August 13, 1979.

Final payment in the amount of $2,532.81 will be released to the contractor after August 20, 1979. The total contract amount is $51,140.51 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Frederickson

FKN/mdd

8809

Highway Construction 6318

August 8, 1979

E. S. Coulter
State Highway Engineer

C. T. Keasey
Ass't. State Highway Engineer

Highway Project Acceptance

Contract 8809, Work Completed May 24, 1979

Project 30th St.& Melbourne Ave.@ Marine Dr. (Astoria)

Highway Lower Columbia River

County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date August 8, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

8809

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 30th St. & Melbourne Ave. @ Marine Drive (Astoria)		WEEK ENDING: May 26, 1979
		SECTION PREFIX: 004-8212
HIGHWAY: Lower Columbia River		COUNTY: Clatsop
NAME OF JOB: 30th St. & Melbourne Ave. @ Marine Dr.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8809	FEDERAL AID PROJECT NUMBER: EDA-07-51-23300
DATE OF CONTRACT: September 28, 1978	DATE WORK STARTED: February 26, 1979	ESTIMATED COMPLETION DATE: June 8, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 227
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 57,611.09	ENGINEERING AUTHORIZATION $ 5,031.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 52,579.55		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,579.55	ENGINEERING COST TO DATE $ 4,202.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Hydraulic ladder truck, 1 3/4 Ton pick-up truck, 1 3/4 Ton Van.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Cloudy & Windy	1		
MONDAY 21	Cloudy	1		
TUESDAY 22	Cloudy	1		
WEDNESDAY 23	Cloudy	1		
THURSDAY 24	Cloudy	1		
FRIDAY 25	Clear	0		
SATURDAY 26		0		

RECEIVED
MAY 29 1979
CONSTRUCTION BRANCH

Kennedy, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No activity
MONDAY 21	Installed span wires installed at 30th street installation for power source and signal line.
TUESDAY 22	Power supply conduit and signal wires installed at 30th st. Controller cabinets installed at both locations.
23 WEDNESDAY	Connected all curcuits in the poles and controler cabinets.
24 THURSDAY	Signals turned on. General clean up of project. The project is completed. Pedestrian crosswalks painted by state striping crew.
FRIDAY 25	No activity.
26 SATURDAY	No activity

REMARKS

The project was completed this week and the signals turned on and are operational.

The semi-final data will be submitted appraximately July 2, 1979.

This will be the last report on this project.

SIGNED Robert M Walling for Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8809

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8809 for traffic signal installation on 30th Street and Melbourne Avenue at Marine Drive in Astoria, Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

64a
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Chet Anderson
L. E. George

8809

September 28, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

Enclosed are three copies of Contract No. 8809 awarded to you on September 28, 1978, for traffic signal installation on 30th Street and Melbourne Avenue at Marine Drive in Astoria, Clatsop County, in the amount of $48,315.36.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 10, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
C. O. Fredrickson
Chester Anderson
L. E. George

8809

May 8, 1978

City of Astoria
City Hall
Astoria, OR 97103

Attention: Ronald D. Caton
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6503

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signal equipment on the Columbia River Highway at 30th Street and Fire Station No. 3.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att. conf.)

1978 Vine St.-Scappoose 8810
High Sch. S.E. 6th St.
Scappoose. (Gr. & pave.)

CIA 6243 9-8-77

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-11-81	CC 81-24	

CREDIT DISTRIBUTION
305-1932-295
305-1088-295

BILL TO: Code:

City of Scappoose

City Hall

Scappoose, Oregon 97056

Attn: Mrs. Virginia Sheldon - City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Vine Street - Scappoose Highway School Section. This is an OFF SYSTEMS Project # SOS-0503(1&2)			
City's Advance Deposits			$ 9,930.00
Federal Funds Collected			57,148.46
Less Project Cost			66,753.06
REFUND DUE CITY			$ 325.40
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 9,930.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,430.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 2,174.60
Refund Due	$ 325.40
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1826, CC 1901

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-11-81

CITY SCAPPOOSE **Contract No.** 8810 **Date Completed** May 30, 1979

PROJECT # SOS-0503(1&2) **Section** Vine Street - Scappoose High School

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 4,320.74
Construction	
Payments to Contractor	$57,525.86
Engineering	4,476.11
Audit	430.35
	$62,432.32
Total Project Cost	$66,753.06
Federal Funds Collected	$57,148.46
City's Ahre of Project Costs are as follows:	
Federal Funds	$57,148.46
City Advance Deposit	9,930.00
Less Project Costs	66,753.06
REFUND DUE CITY	$ 325.40

Reference: Billing Form CC 81-24

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Vine St.-Scappose High School Section **City Street (S.E. 6th St.)** **Columbia County**					
	Construction **Type Code 620)**					
	Roadway (Sta. 32+00 to Sta. 38+92.52)					
	Final Contract Payment Summary	Lump Sum			$56,380.81	
SF0	#Construct inlets & grates				1,077.99	
	Total Construction Cost				$57,458.20	
	Construction Engineering					
	State	All Required			4,434.73	
	Misc. Project Cost					
	Audits Expense	All Required			430.35	
	Total Participating Cost				$62,323.28	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			67.66	
	Construction Engineering	All Required			41.38	
	Total Nonparticipating Costs				$ 109.04	
	TOTAL COSTS				$62,432.32	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/13/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER [illegible]0503(2)
	From: 8-30-78 To: 8-14-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$62,432.32	$62,323.29	85.775	$53,454.68	$53,454.68	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE	DATE	
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11/28/80

V.E. Skeeg, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	S.E. Elm Ave.-Scappoose High School Section City Street in Columbia County					
	Preliminary Engineering Type Code P.E. State	All	Required		$4,305.10	
	Total Participating Cost				$4,305.10	
	Nonparticipating Cost State	All	Required		15.64	
	Total Project Cost				$4,320.74	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/26/81					
	AMOUNT CARRIED FORWARD					

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: 03-0503(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-29-77 To: 8-28-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$4,320.74	$4,305.10	86.80%	$3,693.78	$3,693.78	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E.	Skoog, Controller 1-18-81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

		305	1928	921	00	P	1		
				TOT		P1			
				TOT		N1			
				** JOB TOTALS **					**
SE ELM-SCAPPOOSE HIGH SCH	CONT NO		* FA PROJ NOS		OS	503001	100		
	305	1932	295		00	N	9		
	305	1932	296		00	N	9	314.96CR	314.
	305	1932	298		00	N	9	314.96	314.
	305	1932	901		00	P	1		
	305	1932	905		00	P	1		
	305	1932	905		00	N	1		
	305	1932	914		00	P	1		
	305	1932	920		00	P	1		
	305	1932	921		00	P	1		1
	305	1932	921		00	N	1		1
	305	1932	922		00	P	1		
	305	1932	922		00	N	1		
	305	1932	923		00	P	1		
			TOT		P1				1
			TOT		N1				1
			** JOB TOTALS **					**	
HCL-CALVIN-H ST (COLUMBIA CTY	CONT NO		* FA PROJ NOS		SOS	502001	100		
	305	1935	295		00	N	9		4
	305	1935	296		00	N	9		4
	305	1935	298		00	N	9		
	305	1935	901		00	P	1		
	305	1935	905		00	P	1		
	305	1935	910		00	P	1		
	305	1935	911		00	P	1		
	305	1935	914		00	P	1		
	305	1935	920		00	P	1		
	305	1935	921		00	P	1		
	305	1935	922		00	P	1		
	305	1935	923		00	P	1		
			TOT		P1				
			** JOB TOTALS **					**	

TOTAL TO DATE JOB COST SUMMARY

MARCH 1

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FIS YEAR TO
RAINIER-D ST-H ST	CONT NO	* FA PROJ NOS	SOS	504001	100	
	305	1936 295	00	N	9	
	305	1936 296	00	N	9	
	305	1936 298	00	N	9	

	305	1928	921	00	P	1				6,611.63	
			TOT		P1					628.88	
			TOT		N1					7,240.51	**
			** JOB TOTALS **					**	**		

STATE

IGH SCH	CONT NO		* FA PROJ NOS	OS	503001 100				820.00	
	305	1932	295	00	N	9			4,513.78CR	
	305	1932	296	00	N	9	314.96CR	314.96CR	3,693.78	
	305	1932	298	00	N	9	314.96	314.96	2,670.96	
	305	1932	901	00	P	1			1,061.16	
	305	1932	905	00	P	1		.40CR	.40	
	305	1932	905	00	N	1		.40	31.62	
	305	1932	914	00	P	1			84.78	
	305	1932	920	00	P	1			404.97	
	305	1932	921	00	P	1		12.00CR	12.00	
	305	1932	921	00	N	1		12.00	17.62	
	305	1932	922	00	P	1		3.24CR	3.24	
	305	1932	922	00	N	1		3.24	33.99	
	305	1932	923	00	P	1			4,305.10	
			TOT		P1			15.64CR	15.64	
			TOT		N1			15.64	4,320.74	**
			** JOB TOTALS **				**	**		

STATE

(COLUMBIA CTY CONT NO		* FA PROJ NOS	SOS	502001 100				800.00	
305	1935	295	00	N	9		46.52CR	8,994.52CR	
305	1935	296	00	N	9		46.52	8,194.52	
305	1935	298	00	N	9			5,002.58	
305	1935	901	00	P	1			2,327.95	
305	1935	905	00	P	1			1,213.86	
305	1935	910	00	P	1			24.98	
305	1935	911	00	P	1			5.60	
305	1935	914	00	P	1			44.74	
305	1935	920	00	P	1			761.43	
305	1935	921	00	P	1		3.24CR	32.66	
305	1935	922	00	P	1			140.26	
305	1935	923	00	P	1		3.24CR	9,554.06	
		TOT		P1			3.24CR**	9,554.06	**
		** JOB TOTALS **				**			

STATE

ST	CONT NO		* FA PROJ NOS	SOS	504001 100			1,123.00
	305	1936	295	00	N	9		10,437.00CR
	305	1936	296	00	N	9		9,314.00
	305	1936	298	00	N	9		

TOTAL TO DATE JOB COST SUMMARY — MARCH 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE
OLD PORT RD-S 6TH ST	CONT NO 8775 X FA PROJ NOS M 260002 100				
	305 1086	201	00 P	1	
	305 1086	203	00 P	1	
	305 1086	206	00 N	1	
	305 1086	220	00 P	1	
	305 1086	295	00 N	9	302.
	305 1086	296	00 N	9	302.
	305 1086	298	00 N	9	
	305 1086	600	00 P	1	
	305 1086	900	00 N	1	11.
	305 1086	920	00 P	1	
		TOT	P1		11.
		TOT	N1		11.
		** JOB TOTALS **		**	11.
VINE ST-SCAPPOOSE HS (SCAPP)	CONT NO 8810 X FA PROJ NOS SOS 502002 100				
	305 1088	201	00 P	1	131.
	305 1088	205	01 P	1	241.
	305 1088	206	00 N	1	
	305 1088	220	01 P	1	
	305 1088	295	00 N	9	
	305 1088	296	00 N	9	
	305 1088	298	00 N	9	13.
	305 1088	600	00 P	1	
	305 1088	600	00 N	1	
	305 1088	915	00 N	1	
	305 1088	915	01 P	1	
	305 1088	920	00 P	1	
		TOT	P1		333.
		TOT	N1		
		** JOB TOTALS **		**	333.
MCL CALVIN ST COLUMBIA CTY	CONT NO 8839 X FA PROJ NOS SOS 502001 100				
	305 1089	201	00 P	1	
	305 1089	206	00 N	1	
	305 1089	295	00 N	9	12.
	305 1089	296	00 N	9	12.
	305 1089	298	00 N	9	14.
	305 1089	600	00 P	1	
	305 1089	600	00 N	1	
	305 1089	920	00 P	1	
		TOT	P1		14.
		TOT	N1		
		** JOB TOTALS **		**	14.
D ST-F ST SEC4THSTWEST (RAINE	CONT NO 8967 X FA PROJ NOS SOS 504001 100				
	305 1091	201	00 P	1	

PREFIX	FUNCTION	DR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
CONT NO 8775 S FA PROJ NOS M 260002 100						STATE	
305 1086	201	00 P 1			118,676.95	78	79
305 1086	205	00 P 1			600.00CR	79	79
305 1086	206	00 P 1			6.79	79	79
305 1086	220	00 P 1			246.38	79	79
305 1086	295	00 N 9		302.44	10,092.44	78	81
305 1086	296	00 N 9		302.44CR	122,290.17CR	78	81
305 1086	298	00 N 9			112,197.73	78	81
305 1086	600	00 P 1			12,461.81	78	81
305 1086	900	00 P 1		11.48	80.15	78	81
305 1086	920	00 P 1			22.18	78	79
	TOT	P1			130,812.32		
	TOT	N1		11.48	85.94		
	** JOB TOTALS **		**	11.48 **	130,898.26 **		
CONT NO 8810 S FA PROJ NOS SOS 803002 100						STATE	
305 1088	201	00 P 1			56,380.21	79	79
305 1088	205	00 P 1		131.98		80	80
305 1088	206	00 P 1			67.66	80	80
305 1088	220	00 P 1		241.78CR	1,077.99	80	80
305 1088	295	00 N 9			6,610.00	78	78
305 1088	296	00 N 9		286.47CR	60,064.68CR	78	80
305 1088	298	00 N 9		286.47	53,454.68	78	80
305 1088	600	00 P 1		13.29	4,406.30	78	80
305 1088	900	00 P 1			41.38	78	80
305 1088	915	00 P 1		135.60	135.60	80	80
305 1088	915	01 P 1		294.75	294.75	80	80
305 1088	920	00 P 1			28.43	78	79
	TOT	P1		333.84	62,323.28		
	TOT	N1			109.04		
	** JOB TOTALS **		**	333.84 **	62,432.32 **		
CONT NO 8839 S FA PROJ NOS SOS 802001 100						STATE	
305 1089	201	00 P 1			43,287.20	79	79
305 1089	206	00 N 1			7.04	79	79
305 1089	295	00 N 9			4,150.00	79	79
305 1089	296	00 N 9		12.62CR	47,402.89CR	79	81
305 1089	298	00 N 9		12.62	41,252.89	79	81
305 1089	600	00 P 1		14.72	4,802.41	78	81
305 1089	900	00 N 1			10.50	79	79
305 1089	920	00 P 1			7.50	79	79
	TOT	P1		14.72	48,097.11		
	TOT	N1			17.54		
	** JOB TOTALS **		**	14.72 **	48,114.65 **		
E CONT NO 8967 S FA PROJ NOS SOS 804001 100						STATE	
305 1091	201	00 P 1			55,521.76	79	80

#8810 — 8-14-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S0S-0503(2)	Columbia	Oregon-8810

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved (1) Construction of roadbed grading, aggregate base and asphalt concrete pavement, (2) Construction of concrete curbs and sidewalks, and (3) Performance of such additional and incidental work as is called for the specifications and plans. All work was completed on May 30, 1979 on the Vine St.-Scappoose High School Section of S.E. 6th Street in Scappoose.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
~~Columbia West Materials and Constructors, Inc.~~	$54,300.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* D Keasey

TITLE ~~Assistant State Highway Engineer~~

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR AUG 25 '80 REFER TO FOR File Act Sign D/R R/D Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.13	44	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	6-5-79

12. IN COMPANY WITH
Paul Barnhart, Resident Engineer OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 8-14-80	17. TITLE Field Operations Engineer	18. DATE 8-14-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#8810 — 8-14-80 — STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

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S0S-0503(2)	Columbia	Oregon-8810

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5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
~~Columbia West Materials and Constructors, Inc.~~	$54,300.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* G. Rinsey

TITLE ~~Assistant State Highway Engineer~~

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR AUG 28 '80 REFER TO G. Rinsey FOR File Act Sign D/R R/D Invcs Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.13	44	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	6-5-79

12. IN COMPANY WITH
Paul Barnhart, Resident Engineer OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant		16. SIGNATURE G. K. Hossner	
14. TITLE Area Engineer	15. DATE 8-14-80	17. TITLE Field Operations Engineer	18. DATE 8-14-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8810

12-18-79

PE - AD 345
CC .182C #1120.00

12-18-79

	Total	Fed
PE	#4,370.74	#3,378.82
Const	#60,853.43	#52,100.46
	#65,224.17	#55,479.28

	Fed Funds
05-0503(1) -	C21C
05- (2)	53,963
	#60,179

60,179
55,479
#4,706 remaining

Told Buzz

8810

September 5, 1979

Fidelity & Deposit Company of Maryland
500 N. E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

Contract No. 8810 awarded to Columbia West Materials and Constructors, Inc., for work on the Vine Street-Scappoose High School (Scappoose) Section of S.E. 6th Street in Columbia County was completed on May 30, 1979, and accepted by the State Highway Engineer on August 30, 1979.

Final payment in the amount of $2,819.01 will be released to the contractor after September 10, 1979. The total contract amount is $56,380.21 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc Columbia West Materials & Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Fidelity & Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 20203

bcc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8810.

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vine St.-Scappoose High		WEEK ENDING: May 31, 1979
		SECTION PREFIX: 305-1088
HIGHWAY: City Street (S.E. 6th St.)		COUNTY: Columbia
NAME OF JOB: Vine St. - Scappoose High School	KIND OF WORK: Grading and Paving	
CONTRACTOR: Columbia West Mat. & Const.	CONTRACT NUMBER: 8810	FEDERAL AID PROJECT NUMBER: SOS-0503(2)
DATE OF CONTRACT: October 16, 1978	DATE WORK STARTED: March 26, 1979	ESTIMATED COMPLETION DATE: May 30, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 130	CALENDAR DAYS USED: 91
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $ 62,917.75	ENGINEERING AUTHORIZATION: $ 5,495.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 57,422.75	ENGINEERING COST TO DATE: $ 5,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,380.21		DATE PROJECT WAS COMPLETED: May 30, 1979
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 93 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	Agg. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2000 tons	2000 tons			550tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1533 tons	1964 tons			571 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 27	Fair	1		
MONDAY 28	Fair	1		
TUESDAY 29	Fair	1		
WEDNESDAY 30	Fair	1		
THURSDAY 31	Fair	0		
FRIDAY 25	Fair	1		
SATURDAY 26	Fair	1		

RECEIVED
JUN 4 1979
CONSTRUCTION BRANCH

Kressey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May SUNDAY 27	No activity.
MONDAY 28	No activity.
TUESDAY 29	General Clean-up work.
WEDNESDAY 30	No activity.
THURSDAY 31	No activity.
FRIDAY 25	No activity.
SATURDAY 26	No activity.

REMARKS

Project was completed May 30, 1979.

SIGNED Gene Fancett LOCATION Portland

For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8810

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.		County: Columbia
11-10	FEDERAL-AID PROJECT AGREEMENT	Project No.: SOS-0503(2)
	10-31-78	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 0.07 Mi. N. of Vine St., S. (Scappoose)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	0.131
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,917	$ 53,963

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Coulter

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 31 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon, October 18, 1978

Federal Aid Project
No. SOS-0503(2)

Vine St.-Scappoose High School Section
City Street (S.E. 6th St.)
Columbia County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 32+00 to Sta. 38+92.52)

Mobilization	All Required		$ 5,430.00
General Excavation	1,284 Cu.Yd.	6.00	7,704.00
Finishing Roadbed and Slopes	All Required		782.00
Aggregate Base	2,000 Ton	6.40	12,800.00
Class "B" Asphalt Concrete	550 Ton	20.00	11,000.00
Concrete Inlets, Type "P" Modified	4 Lin.Ft.	468.00	1,872.00
Sumps	40 Lin.Ft.	26.00	1,040.00
Concrete Walks	460 Sq.Yd.	13.05	6,003.00
Concrete Driveways	110 Sq.Yd.	17.90	1,969.00
Concrete Curbs	1,200 Lin.Ft.	4.00	4,800.00
Extra for Asphalt Approaches	4 Each	175.00	700.00
Adjusting Manholes	1 Each	200.00	200.00
			$54,300.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 450.00
Temporary Erosion Control	All Required	200.00
		$ 650.00
	Subtotal	$54,950.00
	Engineering	7,967.00
	Total	$62,917.00

Length of Project - - - - - - - - 0.131 Mi.
Cost of Roadway Per Mile - - $480,282.44

Federal Funds (85.77%) -	$53,963.00
City Funds -	8,954.00
Total -	$62,917.00

Group 1 - 100%
Contract No. 8810
Prefix 305-1088

8810

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

Columbia West Materials
& Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8810 for work on the Vine Street-Scappoose High School Section of S.E. 6th Street in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fidelity & Deposit Co. of Maryland
300 N.E. Multnomah, Suite 1000
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc C. T. Keaney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Paul Bernhart

LETTER OF TRANSMITTAL

COLUMBIA-WEST

MATERIALS AND CONSTRUCTORS, INC.

500 TENNANT WAY · P. O. BOX 488 · LONGVIEW, WASHINGTON

DATE	JOB NO.
10-25-78	3-93

ATTENTION: C. HEAD

RE:

VINE ST - SCAPPOOSE HIGH

CONTRACT # 8810

TO OREGON TRANSPORTATION COMMISSION
DEPT. TRANSPORTATION
121 TRANSPORTATION BLDG.
SALEM OR. 97310

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
2	10-16	8810	CONTRACT & BOND

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution

☒ As requested ☐ Returned for corrections ☐ Return _____ corrected prints

☐ For review and comment ☐ _____

☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS PLEASE DIRECT CORRESPONDENCE TO PORTLAND OFFICE
(503) 286-9431
P.O. Box 10425
6689 St. Helens Road
Portland, OR 97210

RECEIVED
OCT 26 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY TO FILE.

SIGNED: Walt Lambert

"COL-WEST"

If enclosures are not as noted, kindly notify us at once.

8810

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10/24/78	CC1901	

CREDIT DISTRIBUTION

305-1932
305-1088

BILL TO: Code:

City of Scappoose

City Hall

Scappoose, Oregon 97056

Attn: Mrs. Virginia Sheldon, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Vine St.-Scappoose High School Section. SOS-0503(1) AD 345 CC 1826 AD 504			

9110
1120
1826

	$ 1,120.00
Advance Deposit Amount	$ 8,810.00
Advance Deposit Previously Transferred to Highway Fund	$ 820.00
Balance	$ 9,110.00
Transfer to Highway Fund	$ 6,610.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynolason

Harold Reynolason

Approved:

Gerald W. Wimer

Gerald W. Wimer

SP*35736-734

2810

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Paul Barnhart
SAIF
Fran

October 16, 1978

Columbia West Materials
& Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for work on the Vine Street-Scappoose High School Section of S.E. 6th Street in Scappoose, Columbia County, for the sum of $54,300 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Scappoose and when the sum of $8,810 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8810.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 27, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8810

PROJECT MANAGEMENT OFFICE MEMO

Date 10-13-78

Subject Scappoose Offsystem Deposit File No. _____

Received (call) (~~visit~~) from Virginia C Sheldon

Address _____

Made (call) (visit) to _____ Phone 543-7146

Reason for contact and general discussion:

City's local match check going into tonights mail. Local Government Section can anticipate delivery Monday

Money Rec'd and Contract Awarded 10-16-78

Signature A Kumer

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

September 22, 1978

City of Scappoose
City Hall
Scappoose, Oregon 97056

Attn: Mrs. Virginia Sheldon
City Recorder

Gentlemen:

On September 21, 1978 a satisfactory bid was received from Columbia-West Materials and Contractors, Inc., P.O. Box 10425, Portland, Oregon 97210 for the Vine Street-Scappoose Highway High School School Section on S.E. 6th Street Section.

This is an Off-System project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$54,300.00
Permanent Pavement Striping	450.00
Erosion Control	200.00
Contingencies 4 1/2%	2,472.75
Engineering 10%	5,495.00
EST. TOTAL CONSTR. COST	$62,917.75

Then 14% of $62,917.75 = $8,808.49, then by rounding the advance deposit will be $8,810.00.

Please make your check in the amount of $8,810.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf

bc w/AD # 504: Vern Skoog - Please return completed AD # 504 when check is received.
Region M Federal Aid Engineer Jon Rose

9810

U.S. DEPARTMENT OF TRANSPORTATION . FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO. SOS-0503(2)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80378

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	Non Federal-aid	City Street

GENERAL LOCATION:
Vine St. - Scappoose High School Section

GENERAL DESCRIPTION OF WORK:
Grade, drain and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-23-78, that provisions of FHPM 7-5-1 have been complied with.

Also, as requested in Mr. Swan's 8-15-78 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $68,000 - Federal Funds $58,284 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Brunner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8810

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

8-23-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-0503(1)
Project Name Vine St.-Scappoose High School (Scappoose) Sec. City Street (S.E. 6th St.)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Scappoose, Oregon, this 22nd day of August, 1978

County of Columbia

City ~~of Scappoose~~
~~Mayor~~ County Judge/~~Chairman~~

~~Commissioner~~

~~Commissioner~~

Certified By:

Regional Right-of-Way Supervisor
Date 8-23-78

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8810

Scappoose

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION VINE ST.-SCAPPOOSE HS (SCAPPOOSE)
Highway City Street (SE 6th St.)
County Columbia Region M
Type of Work Grade-Pave Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			
Write-off Letter					X
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

8810

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

August 15, 1978

Doris Kelley
P.O. Box 511
Scappoose, OR 97056

Dear Mrs. Kelley:

When highway construction requires the City of Scappoose or its contractors enter onto private property to do work as part of a project, the property owner must give their consent before the city can do this. Under Title II of Public Law 91-646, Uniform Real Property Acquisition Policy, the property owner is entitled to just compensation for the property acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

If you are willing to acknowledge that you understand these requirements and are still willing to donate to the city the required right-of-way, the time and expense of the appraisal, etc. could be avoided.

If you are willing to make this stipulation, please acknowledge this letter below and return to our office as soon as possible.

Very truly yours,

Peter K. Williamson

Peter K. Williamson
Public Works Director

ACKNOWLEDGEMENT Doris M. Kelley DATE 8/22/78

8810

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

August 15, 1978

Lynn Scharf
P. O. Box 686
Scappoose, OR 97056

Dear Mr. Scharf:

When highway construction requires the City of Scappoose or its contractors enter onto private property to do work as part of a project, the property owner must give their consent before the city can do this. Under Title II of Public Law 91-646, Uniform Real Property Acquisition Policy, the property owner is entitled to just compensation for the property acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

If you are willing to acknowledge that you understand these requirements and are still willing to donate to the city the required right-of-way, the time and expense of the appraisal, etc. could be avoided.

If you are willing to make this stipulation, please acknowledge this letter below and return to our office as soon as possible.

Very truly yours,

Peter K. Williamson
Public Works Director

ACKNOWLEDGEMENT _____ Date: 8/22/78

8810

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80378
Project No. SOS-0503 (2)
Vine St.-Scappoose High School (Scappoose) Section
Columbia County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 21, 1978.

We request authorization for construction at an estimated total cost of $68,000 with obligation of $58,284 in Federal funds.

JLG:pf
Attachments

cc: Ed Hardt (Region 1)
Max Klotz (Metro)
Harold Reynoldson w/att

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-15-78

FEDERAL-AI (P

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., 0.07 mi N of Vine St.,S (Scappoose) 65	ADT	PRESENT 100 DHV 15	FUTURE N/A (66)(70)						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr, Dr, H.T. Pave 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	(73)	(74)		
CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Roads						COUNTY NAME				
	NAME OF URBAN AREA 17-31 - - -						ROUTE NO. N	FEDERA No			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	ESTIMATED PROJ FEDERAL FUN
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE					
5					ROW					
5					CONST (CODE) 6201		"Vine St.-Scappoose High School (Scappoose) Section" 85.77%	0.13	68,000	58,284
								0.13	68,000	58,284
									(16) (23)(24)	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES 3-8-78	

* SE 6th St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ose) (65)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		100 DHV 15	N/A (66) (70)	98 (71) (72)	10	Oregon	41	680	80378

T. Projects Only

Y AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27
					SOS -	0503	(2)		

COUNTY NAME: Columbia — CODE 009 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non — STATE (32): Street* (30) (37) — U.S. — — — (41)

MILES (58) (59) (66)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Util. adj. as req.
0.13	68,000	58,284	- - -	9,716 (City)	ROW - 60' min.; Access Control-none; Parking Restrictions-none.
0.13	68,000	58,284	- - -	9,716 (City)	

(16) (23) (24) (33)

SE 6th St.

REMARKS

Additional Data: Item No. 80050; Project No. OS-0503 (1)

- Over -

USCOMM DUSCOMM-DC 48908-P6

VINE ST.-SCAPPOOSE HIGH SCHOOL (SCAPPOOSE) SECTION
PROJECT NO. SOS-0503 (2)

Existing Facility:

16-foot gravel surface providing for two lanes of traffic.

Adjacent Section:

N. End --- Same as existing
S. End --- No Existing street.

Project Data:

The work consists of grade, drain and high-type pave a 44-foot curbed section having 5-foot concrete walks on each side with the roadway accommodating two 12-foot traffic lanes with 10-foot parking lanes and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroads, Water Development, Historical and Recreational Area:

None involved.

Airports:

Columbia County Airport lies Northerly within 2 miles of the project. However, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements:

Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on August 5, 1977.

FHPM 7-7-5 Re

a) Public
b) Locati

Accommodation

State-Cit
with Seco

Maintenance:

State-Cit
with Sect

Note:

This proj

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ringhouse

ust 5, 1977.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities:

State-City agreement executed September 2, 1977 in compliance with Secondary Road Plan.

Maintenance:

State-City agreement executed September 2, 1977 in compliance with Section 116, Title 23 USC.

Note:

This project is in Congressional District No. 1.

Section Vine St. - Scappoose High School (Scappoose) Programming Estimate $ 63,000

Highway SE 6th City Street Project Length .13 miles

County Columbia Completion Time 130 CWD

8/9/78

Kind of Work Grading & Paving

Prefix 305-1932-921 FA Project No. 505-0503(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 54,080 00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	450 00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200 00	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 650 00
		$ 54730 00
Contingencies (4-1/2%)		2462 85
Engineering (10 %)		5473 00
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 62,665 85

PE 3519.48

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 7/28/78

Section Vine St - Scappoose High School (Scappoose) Jct

County Columbia

Kind Of Work Grading & Paving

Length .13

Name Bergsvall

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			All	—	4,000.00
	Roadwork					
	General Excavation		Cu. Yd.	1284	5.00	6,420.00
	Finishing Roadbed and Slopes			All	—	325.00
	Aggregate Base		Ton	2000	7.00	14,000.00
	Class "B" Asphalt Concrete		Ton	550	25.00	13,750.00
	Concrete Inlets Type "P" Modified		Each	4	300.00	1,200.00
	Sumps		Lin. Ft.	40	15.00	600.00
	Concrete Walks		Sq Yd.	460	12.50	5,750.00
	Concrete Driveways		Sq. Yd.	110	18.50	2,035.00
	Concrete Curbs		Lin Ft	1200	4.00	4,800.00
	Extra for Asphalt Approaches		Each	4	250.00	1,000.00
	Adjusting Manholes		Each	1	200.00	200.00
						54,080.00
	Mob 50080.00 x .08 = 4006.40					
	Round to 4000.00					

JUNE 1978

DESCRIPTION OF ACCOUNT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE
				774.15	774.15
				774.15	774.15
					.15CR
					.15
					.15CR
					.15
					22.15
					22.00CR
					.00CR

PREFIX FUNCTION OR CURRENT MONTH YEAR

CONT NO

CONT NO

8810

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Scappoose
City Hall
Scappoose, OR 97056
Attention of Hon. Robert E. Sommer
Mayor

Request No. (assigned by staff engineer or head of section) CC1826

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,120.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$300.00	
		To be transferred to State Hwy. funds for S.E. Elm Ave.-Scappoose High School Section on 6th Street. Off System Project SOS 0503(1)		$820.00

AD 345

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,120.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 305-1932-

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8810

3-20-78

S.E. Elm Ave. - Scappoose H. S.
S.E. 6th St.
Prefix 305-1932

NARRATIVE REPORT

This is a location survey for the City of Scappoose with a monetary limitation of $75,000.00 of which $8,000 has been allocated to the survey. This leaves $67,000 for the construction and the proposal herewith submitted has an estimated cost of $67,125.00.

The design was mandated by the City of Scappoose (Ordinance file # 10-4.24 (14) & (15). This design was followed with the exception that insufficient Right of Way was available to provide a three (3') foot utility strip behind the sidewalk for a very short distance at the beginning of the proposed project.

Due to the lack of adjacent storm sewer facilities it was necessary to provide sumps for discharge of the drainage accumulated by the paved street with curbs. It is believed that the granular subsurface material will dissipate anticipated drainage.

There is one driveway (L 33+60± Lt) where the grade of the street is an undesirable height above the driveway. It was the decision of this office that this situation was more desirable than lowering the street thereby creating a drainage problem on the street. There is an existing drainage problem on adjacent property at this location (localized depression).

There are water meters, fire hydrants, electrical & telephone facilities within the Right of Way limits of this proposal.

How about Plw who gets it.

QUANTITY SUMMARY & COST ESTIMATE

SE Elm Ave.-Scappoose H.S.
SE 6th Street

Prefix 305-1032

ITEM	UNIT	PRICE	QUANTITY	AMOUNT
Mobilization (10%)	LS		All	$5,275
Temporary Protection & Direction of Traffic	LS	$ 500	All	500
Temporary Signs	SF	7	90	630
Temporary Barricades	Each	100	10	1,000
Flagmen	Hour	20	80	1,600
General Excavation (794) (676 excess)	LS	7,940	All	7,940
Sprinkling	M-Gal	10	25	250
Trench Excavation	CY	50	42	2,100
Base Rock	Ton	8	1,500	12,000
Asphalt Concrete	Ton	20	500	10,000
Type "P" Modified Concrete Inlet	Each	400	5	2,000
Special Backfill in Drains	CY	20	26	520
Concrete Walks	SY	16	420	6,720
Concrete Driveways	CY	120	24	2,880
Concrete Curb Type "C"	LF	4	1,120	4,480
Extra for AC Road Connections	Each	125	3	375
Adjust Manhole	Each	100	1	100
			Subtotal	$58,370
Engineering & Contingencies	15%			8,755
			TOTAL	$67,125

Corners of necessary alley intersections shall have radii of not less than 10 feet, although alley intersections and sharp changes in alignment generally shall be avoided.

(14) Minimum standards for subdivision streets, roads, and cul-de-sacs:

(a) Fifty-foot streets shall be ~~graded not less than 26 feet in width and~~ surfaced not less than 34 feet in width.

(b) Sixty-foot streets shall be ~~graded not less than 36 feet in width and~~ surfaced not less than 44 feet in width.

(c) Surfacing. Fifty-foot street. Base rock shall be placed on subgrade to a depth of 7 inches, shall be 1 and 1/2 minus crushed rock, and shall be thoroughly compacted.

Top grade. The surface shall then be brought to grade with 2 inches of 3/4-inch minus crushed rock thoroughly compacted and surfaced with 2 inches of hot mix asphalt concrete, properly placed.

Sixty-foot street. Base rock shall be placed on subgrade to a depth of 8 inches, shall be 1 and 1/2 minus rock, and shall be thoroughly compacted.

Top Grade. The surface shall then be brought to grade with 3 inches of 3/4-inch minus crushed rock, thoroughly compacted, and surfaced with three inches of hot mix asphalt concrete, properly placed. [Subpart (c) as amended by Ordinance No. 324, passed May 7, 1973; and Ordinance No. 345, passed August 5, 1975.]

(d) Grades. All grades in excess of 10 per cent shall first be approved by the planning commission.

[Subsection (14) added by Ordinance No. 315, passed May 1, 1972.]

(15) Curbs. Curbs shall be installed between all streets and cul-de-sacs and the adjacent property. Curbs shall be 16 inches in height, shall have 6 inches exposed above the final proposed pavement grade, shall be 6 inches wide on top surface, and shall be 8 inches wide from 6 inches down from the top to the base. The edge of the curb facing the adjoining property shall be 8 feet from the property line toward the center of the street. Concrete sidewalks shall abut the curb and shall be 5 feet in width, including the curb, 4 inches in depth; and there shall be a 3-foot utility strip between the sidewalk and the property line. Surfacing of the street shall be in the center of the street area between the curbs. [Subsection 15 added by Section 2 of Ordinance No. 315, passed May 1, 1972; amended by Ordinance No. 347, passed August 5, 1975.]

8810

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: O[illegible]503(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Columbia

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80050

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-29-27	Non Federal-aid / City Street

GENERAL LOCATION:
"SE Elm Avenue - Scappoose High School Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION TEC NTE $8,000 F.F. $6,216
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 11-18-77 letter

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8810

CITY OF SCAPPOOSE

P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

MA PD" PDE TSE SPC

505

NOV 4 1977

November ~~4~~ 23, 1977

AM PPS FILE T/A

Mr. Jon Rose
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

The City of Scappoose will be able to send in the deposit for construction matching funds on the S.E. 6th Street project in July of 1978. We request that bids on this project not be let until June of 1978 to let us have the timing we need to participate.

Yours truly,

THE CITY OF SCAPPOOSE

Peter Williamson

By: Peter K. Williamson
Public Works Director

To: Jon Rose
This project is now on for Jun 22, 1978 and will be left there unless notified otherwise. PKW/tjc
11/28/77

c.c. Buz Swan

PROJECT MANAGEMENT
PME ☐ CCE ☐ O" E
LGE ☒ FAE ☐ CPE E
NOV 25 1977
File: PM FA LG OP
TAA Prouge

Council Meetings First and Third T

To: Gerry Wimer	Date Nov. 23 '77
From: Jon Rose, METRO	
(Program Mgmt.) Traffic	Region 1

Comments: Please consider this request from the City when developing a schedule for this project

Jon Rose

cc Region I

8810

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 18, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80050
Project No. OS-0503(1)
S.E. Elm Ave.-Scappoose High School Section
Columbia County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $8,000 with an obligation of $6,216 in federal funds.

CL:dmc
cc: R. N. Bothman, (Metro)
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-

November 18, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65						ADT	PRESENT DHV 15 100	FUTURE N/A (66) (7
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 52		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	
	P.E., Gr., Dr., H.T. Pave								
CARD	CLASS OF FEDERAL FUNDS Off System Roads							COUNTY NAME	
	NAME OF URBAN AREA 17-31 --							ROUTE NO. N	FEDE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PRO TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL FU
1	(1415)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			0.35	8,000	6,216
5					ROW					
5					CONST (CODE) 6201		"S.E. Elm Ave.-Scappoose High School Section"	0.35	75,000	58,284
							PROJECT TOTALS	0.35	83,000	64,500
								(16)	(23)	(24)

CARD	CODE	PREPARED BY
1	1	CL
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

18, 1977

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	DHV 15 100	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80050 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					OS-	0503(1)			

COUNTY NAME: Columbia — CODE: 009 (12) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: City St. (36) (37) — U.S.: - (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.35	8,000	6,216	---	1,784 (City)	ROW-60' Minimum; Access Control-None; Parking Restrictions-None.
0.35	75,000	58,284	---	16,716 (City)	
0.35	83,000	64,500	---	18,500 (City)	
(16)	(23)	(24) (33)	REMARKS		

-over-

USCOMM DUSCOMM-DC 46905-P61

S.E. ELM AVE.-SCAPPOOSE HIGH SCHOOL SECTION
PROJECT NO. OS-0503(1)

Existing Facilities: Roadway from S.E. Elm Ave. southerly 500 feet consists of a 22-foot A.C. surface with curb on the west side and the balance of the roadway consists of a 16 foot gravel surface.

Adjacent Sections: N. End -- Connection with S.E. Elm Ave.
S. End -- No existing street.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Grade, drain and high type pave necessary to widen the existing facility to a 44-foot curbed roadway with sidewalks each side and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroads, Water Developments, Historical & Recreational Area: None involved.

Airports: Columbia County Airport is located approximately 1½ miles north of the project. However, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 5, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8810

September 8, 1977

City of Scappoose
City Hall
Scappoose, OR 97056

Attention: Virginia Sheldon
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6243

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the S.E. Elm Avenue-Scappoose High School Section of S.E. 6th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harvell (agreement attached)

8810

FORM H1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM S.E. Elm St.~ Scappoose High School (Scappoose) Sec.

TO Vine St.~Scappoose High School (Scappoose) Sec.
City Street (S.E. 6th St.)
Columbia County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

88.10

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: August 15, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. SOS-0503(-)
S. Limits of Woodmere Addition
to Elm Street
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: ljt

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1: E. L. Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-15-77

BEN GIFFORD

21-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: August 5, 1977

In reply refer to: HA.1-OR/SOS-0503(-)

SUBJECT: Oregon Project SOS-0503(-), Project Assessment
South Limits of Woodmere Addition to Elm St.
City of Scappoose

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's 7-27-77 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy Env.)

RECEIVED
STATE HWY ENGR
AUG 11 '77
REFER TO

BEN CLIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

HCW - MAJOR

SOS-0503(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 22, 1977

Section South Limits of Woodmere Addition to Elm Street

Unit (if appl) _____

County Columbia

City Scappoose

Highway Sixth Street

State Hwy. No. _____

Termini: M.P.(if appl) _____

Length 0.33 mile

Region I

Construction Estimate $75,000 (SOSR)
Program Amount

B. Purpose of Project: To eliminate loose gravel, pothole hazard and roadway dust, improve traffic flow and reduce maintenance costs by paving and widening the present gravel roadway. To improve the quality of existing access in a residential neighborhood.

C. Origin & History of Project: Residents along the street have made frequent requests for maintenance of the street to remove potholes which appear regularly in the existing gravel surface. The northerly end of the section has been paved and curbed on the west side to a point 500 feet south of Elm Street, in conjunction with development of the residential properties. The remainder of the street is gravel surfaced and is approximately 16 feet wide.

D. General Description of Project: Widens, grades, and paves Sixth Street and adds curbs and sidewalks. The city desires this improvement within the area of Woodmere Addition and northward toward Elm Street as far as the $75,000 funding will allow.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 1½; Med. -; Shldrs. grass; Parking yes

Proposed: No. Lanes 2; Med. -; Shldrs. curbs & sidewalks; Parking yes

Traffic: Existing Facility: Existing ADT 100 (est.) Projected ADT *; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

* Figures not available. Not expected to increase to more than 2-300 ADT, based on remaining buildable land within existing city limits.

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local commercial sources

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

The city has requested this project for SOSR funding.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): Variations of section width and design will be considered during PE in order to give the city the most for the available funding ($75,000).
No-Build: would require frequent maintenance of present gravel roadway. Hazards of chuckholes and loose gravel would persist between maintenance intervals. The road would remain inadequate as a residential street.

Other Descriptive Information or Comments: The city considers the jog in the existing alignment 600 feet north of the southerly terminus acceptable for the intended residential street uses.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project area lies on the present division between a suburban residential area of southeastern Scappoose and the open fields and grasslands to the east which gradually slope to the bottomlands along the Columbia River.

   Vegetation which would be affected by the proposed project consists mainly of lawn grasses and a small amount of shrubbery which extends into the existing right-of-way.

2. Cultural: The southerly third of the project is developed on both sides in single-family residences with 75 to 100 foot frontages and setbacks of approximately 30 feet from right-of-way line. Existing right-of-way is 60 feet in this portion (Woodmere Addition).

   The northerly third of the project section is newly developed on the westside, with 13 single-family residences fronting on two cul-de-sacs which access Sixth Street. This section of street is curbed on the westside and has asphalt paving 22 feet in width. The existing right-of-way is 40 feet wide. The easterly side of this segment contains a scattered assortment of houses, mobile homes, a bungalow, and at the intersection with Elm Street, two duplexes.

   The middle third of the project section is a 16-foot gravel roadway bounded by undeveloped land. That on the west side is platted for development similar to that just north.

   A utility strip is located along the eastside of the entire project section. Electric (PGE), street lighting, phone (Rose Valley) all share poles. City water and sewer and Northwest Natural Gas Company serve the area.

   A high school is located southwest of the southerly terminus of the project and has potential access to Sixth Street. It has existing access to US 26 and Fifth Street.

   The westerly alternative of the proposed Scappoose Bypass is located 700 feet west of the project. If that alternative were constructed it would probably alter circulation around Sixth Street.

   Further residential development of the project area cannot proceed until the city has completed installation of a domestic water treatment plant.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is proposed that all work will be done within the existing right-of-way.

Not so now see field work.

2. Estimated Impact on Traffic Patterns: Little change in traffic patterns is expected to result from the project. Eventual completion of neighborhood development along the northerly portion of the project will cause some increase in traffic volumes.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects

3. Estimated Impact on Land Use: Improvement of the street is one more step in eastward urbanization in Scappoose. It would provide adequate street service commensurate with existing and intended urban residential use.

Consequences: No new access. Improved quality of the existing access could improve marketability of residences and increase developmental feasibility for the balance of the undeveloped plats along Sixth Street.

4. Expected Impact on Natural Ecological Resources: No significant effects expected. Vegetation removed would be predominantly yard grass on the existing right-of-way. Some brush along a portion of the eastside on the northerly unit might be affected.

Consequences:

No significant habit losses.

5. Expected Impact on Cultural and Scenic Resources: Paving and installation of curbs would effectively delineate boundaries between yards and the street, making maintenance of both more convenient for the respective owners.

Consequences:

Improvement in appearance of neighborhood

6. Preliminary Identification of Areas of Critical Concern:

None apparent

7. Potential for Controversial Issues:

No apparent basis for controversy

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Project would allow smoother traffic movement with consequent reductions in polluting exhaust emissions and would reduce the amounts of roadway dust raised by traffic. Such improvement is consistent with the clean air implementation plan.

b. Noise Standards - The smoother paved surface would reduce vehicular noise while not generating a significant increase in traffic. Existing noise levels do not even approach the L_{10}=70dBA design level and are not expected to in the futur

c. Water Quality Standards

No significant drainages affected

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with existing and projected urban residential uses.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

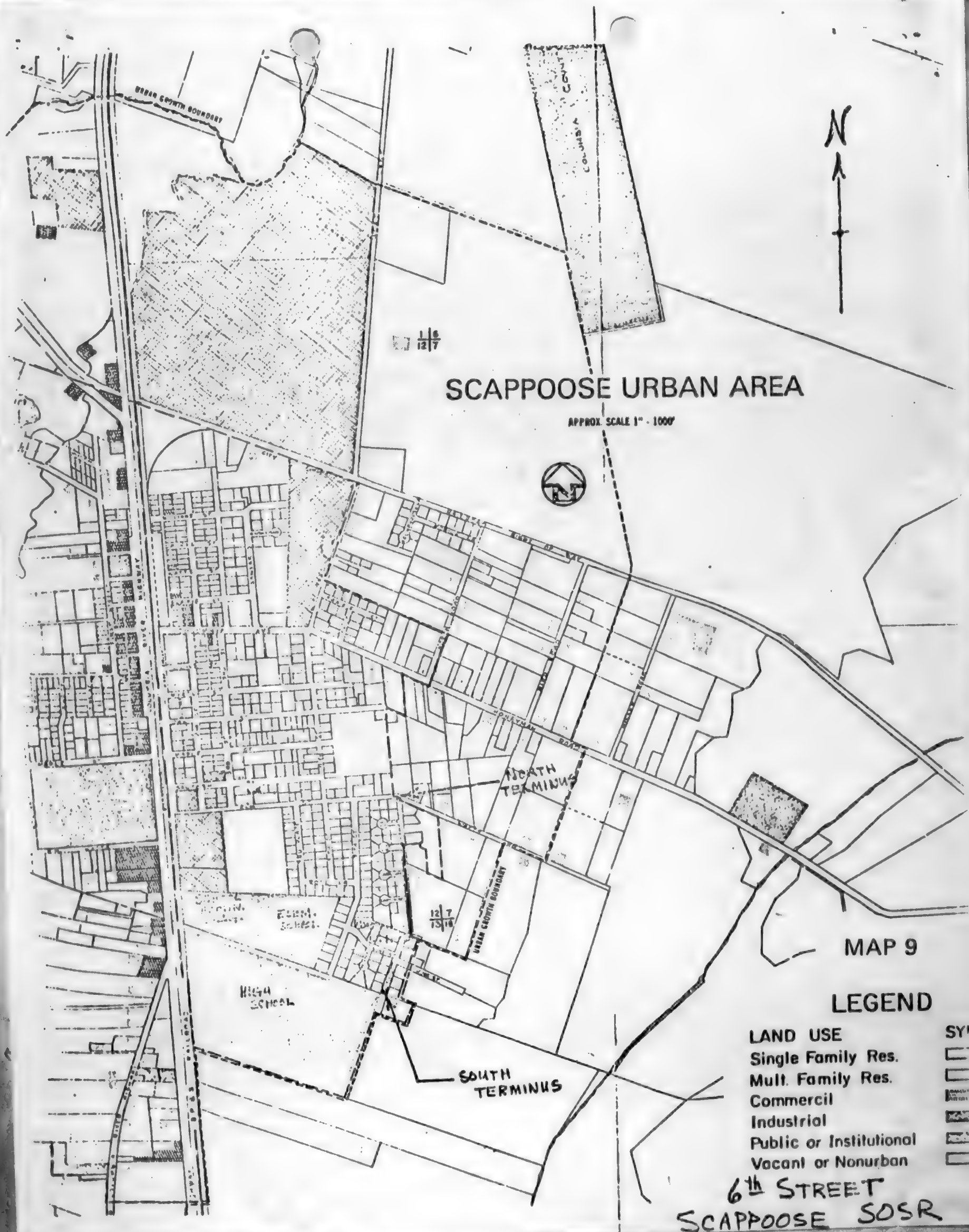
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project is to be constructed within existing right-of-way, is expected to generate no significant increases in traffic or changes in traffic patterns and is not expected to have any other significant adverse effects on the human environment. It does not appear that more detailed environmental documentation would reveal significant effects.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

SCAPPOOSE URBAN AREA

APPROX. SCALE 1" = 1000'



8810

STATE OF OREGON

INTEROFFICE MEMO

D. H. MOEHRING
Program Management Engineer

DATE: July 19, 1977

FROM: ROBERT T. EWEN
Region Location Engineer

SUBJECT: Woodmere Addition
S.W. Sixth Street
Columbia County
City of Scappoose
Planning File No. 76-22

The attached program package contains the Authority for Survey, the Project Assessment, and the Project Request for the Safer Off-System Road Project in the city of Scappoose.

Please refer the Authority for Survey to Frank Terpin for check and approval.

Field work on this project is anticipated for this fall unless otherwise advised.

ja
Enclosures
cc: J. B. Boyd
E. L. Hardt
Frank Terpin

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

JUL 21 1977

TAA Zehner File: PM FA LG OP

7-21-77
SURVEY AUTHORITY
[redacted] TO TERPIN
✓

TRANS. COMM.
APPD. 7-19-77
✓

81-125-1387

8810 QUAD. 52 2

Form E-23 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

S.E.Elm Ave.-Scappoose High School

Location Woodmere Addition Date July 18, 1977

Highway S.E. Sixth Street Authorization No.

County Columbia - City of Scappoose Survey Prefix 305-1932 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end is located at the northside of Woodmere Subdivision; the southerly end of the survey is located at the south city limits adjacent to Scappoose Highway School. The overall length is approximately 600 feet.

Proposed:

Improved paved surface, 2 lanes, curbs, sidewalks, etc.

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

OS-0503(1)

Category III
SOSR

		Estimate of Cost
Field Survey	(901)	4,200
Citizen Participation	(902)	-
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	2,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	500
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	200
Photogrammetry	(916)	-
Location Studies	(918)	100
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	1,000
Environmental	(923)	-
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 8,000
Previous authorization	-
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

OFF-SYSTEM

[ ] [CONST] [X] F.A.

12-29-77

OFFICE ENGINEERING SECTION

P. E. APPR. .....

FED. AID ..... STATE .....

3810

76-22

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: July 12, 1977

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Project Request
SOSR Project
S.E. Sixth Street
City of Scappoose

The City of Scappoose has advised that it wishes to proceed with the Safer Off-System Road project to improve S.E. Sixth Street. The attached letter from the City Recorder confirms that decision and should be incorporated into the files on the subject project.

JR/ldo

Attachments

cc: Region 1 w/attachments

PROJECT MANAGEMENT
JUL 14 '77
REFER TO: Winter
FOR
Info | Investigate | R/D | Action | File | Letter | See me

HAL

NOTED
M. .INOR C. HOLMES

01-128-1367

76-22

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

July 6, 1977

Jon Rose
Regional Federal Aid Administrator
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

At the regular meeting July 5, 1977, the City Council passed a motion unanimously to improve S. E. 6th Street within the present right-of-way.

It is most agreeable to continue improvements to S. E. 6th Street, North as far as funding will allow.

Your assistance, as always, is greatly appreciated.

Yours truly,

CITY OF SCAPPOOSE

Virginia R Sheldon

Virginia R. Sheldon
Recorder-Treasurer

VRS/rjw

MR FE FRI PRJ DE
C. S. N. D. - METRO
JUL 7 1977 NOTED
JON ROSE
OE FILE T/A

Council Meetings First and Third Tuesday of Every Month at 8:00 P.M.

Don't.

CITY OF SC

SCALE: 1=400

1"=1000ft

SCAPPOOSE - VERNONIA HIGHWAY

N. FORK SCAPPOOSE CREEK

CHINA CREEK

BELLA VISTA DRIVE

WHEELER ST.

CITY LIMITS

COLUMBIA RIVER HIGHWAY

COLUMBIA AVE.

MAPLE ST.

WEST LANE

HONEYMAN

PROJECT

POSSIBLE EXTENSION

SCAPPOOSE CREEK

COLUMBIA RIVER HIGHWAY

SP&S RAILROAD

8 & 10

Elm Ave. - approve Li-Wehrli

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CFZ/AH:dmw

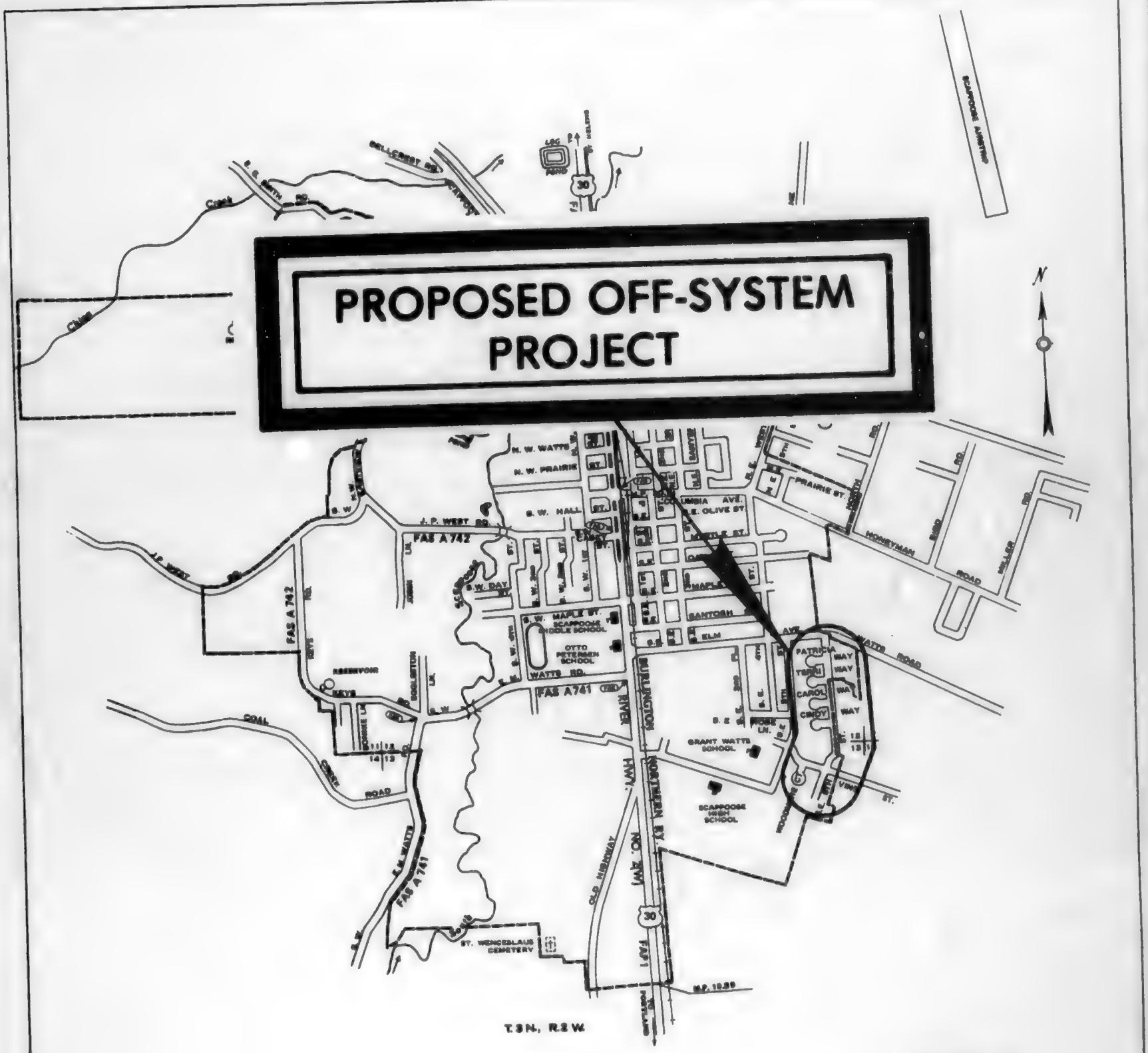
CITY OF SCAPPOOSE
Proposed SOS-R Project

S.E. Elm Avenue-Scappoose High School (Scappoose) Section
S.E. 6th Street
Grade and Pave
0.35 Miles
$75,000

This project entails all the work and costs to widen and improve S.E. 6th Street to provide an adequate access to the Scappoose High School. Construction of the proposed 44-foot curbed section will be accomplished within the existing right-of-way.

State will perform the preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT



SCAPPOOSE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 2810

LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY

SCALE

600 0 600 1200 2400 FEET

250 0 250 500 750 METERS

Revised Sept. 1976

Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310

8810

76-22

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

July 6, 1977

Jon Rose
Regional Federal Aid Administrator
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

At the regular meeting July 5, 1977, the City Council passed a motion unanimously to improve S. E. 6th Street within the present right-of-way.

It is most agreeable to continue improvements to S. E. 6th Street, North as far as funding will allow.

Your assistance, as always, is greatly appreciated.

Yours truly,

CITY OF SCAPPOOSE

Virginia R Sheldon

Virginia R. Sheldon
Recorder-Treasurer

VRS/rjw

MR PE FR1 PR2 DE
C.S.R.D. - METRO
JUL 7 1977
OE FILE T/A

OSR

8910

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 26, 1976

FROM: JON ROSE
Region Federal Aid Engineer

SUBJECT: SOSR Project
City of Scappoose

TO: GEORGE HOPKINS
Project Development Engineer

This morning I talked with Dave Kucera, City Engineer, who advises that while Scappoose wishes to take advantage of the SOSR program there is a possibility that the City may wish to substitute another project for the previously requested 6th Street improvement. Before any agreement is prepared for signature by Scappoose, we should give the City a few days to decide which project it wishes to pursue.

JR/lms

Mainor-Gary

RECEIVED
COUNTY & CITY SECTION
AUG 30 1976
ENGR. COOR. DE AE RE
UPE CE RE RPE

PROJECT MANAGEMENT
AUG 27 '76
RETURNED
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8810

505R

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

OE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 20 1976 RSC
SO REGION 1 RBI
ENV LOC

August 18, 1976

Oregon State Highway Department
P.O. Box 02157
Portland, Oregon 97202

Attn: Jon Rose
Region Federal Aid Engineer

Dear Jon:

We still desire to participate in the Safer Off-System Road Program for S. E. Sixth Street, and please consider this letter as a request to do so.

In light of the new $75,000 limit, we would be interested in expanding the project to the North. If we can receive the proper forms, we will complete them and return as soon as possible.

Yours truly,

Dave Kucera
Engineer/Administrator

DK/sk

RECEIVED
COUNTY & CITY SECTION
AUG 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

PT DIRECT MANAGEMENT
AUG 23 '76
RETURN TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8810

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 18, 1975

FILE: PRO 4

OS-0503(-)

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: OSR Project
City of Scappoose

TO: GEORGE N. HOPKINS
Program Development Engineer

On September 2 I forwarded to you a letter request from the City of Scappoose for a proposed improvement to 6th Street to be funded under the OSR program. The attached package presents more details of the City's proposal and should be held with the earlier submittal to be considered when funds become available.

The Project Environmental Assessment is being held here for review by the Regional Environmentalist but has received low priority at present. I believe that your office notified the City that Clatskanie's request had been approved prior to this one and it is understood that this request will be held pending further funding. If this becomes active, please advise and we will expedite the Environmental Assessment.

JR/b
att

RECEIVED
COUNTY & CITY SECTION
SEP 23 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

	ACTION	INFO.
DRAFTING		
ENGINEER		
ASST. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
ACCESS CONTROL		
SCHEDULE		

SEP 19 1975

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

September 11, 1975

Jon Rose, Engineer
Regional Federal Aid Division
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Enclosed please find the completed application forms for the City of Scappoose's Off Systems Road program.

If you need additional information, please let us know. Your assistance will be appreciated.

Yours truly,

CITY OF SCAPPOOSE

Dave Kucera
Engineer/Administrator

DK/rjs

RECEIVED
COUNTY & CITY SECTION
SEP 22 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
SEP 17 1975
REGION 1

Rev. 6-6-75

OFF-SYSTEM ROAD

~~COUNTY ROAD FAS-C~~ PROJECT REQUEST

Name of ~~County~~ City Scappoose FAS No. _____ Date ~~September 9, 1975~~

Street ~~County Road~~ Name S. E. 6th Street

Section Name Woodmere Addition

Type of Project Improvement

Location of Project (Attach sketch map) S. E. Section of City

ADT _____ Design Speed _____

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will County hire consultant for this project? Yes X No _____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 44'

2. Shoulders: Type NONE (AC, Pug Cold Mix, Oil Mat) Width Each Side _____ Total Top Width _____

3. Grading & Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No _____
   Will it be furnished? Yes X No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes X No _____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Type C
   Width between curbs 44'

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__X__ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway__5__ ft.
What type of surface treatment is desired__concrete__
(PCC,. AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes_____ No__X__
What type of separation from roadway will be used?__curb__
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__X__ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No__X__

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes__X__ No_____

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes_____ No__X__

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No__X__
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes X No____

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____ .
   By ~~County~~ City Yes X No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By ~~County~~ City Yes X No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions?
Yes_____ No X

7. Is there any merchantable timber on right-of-way?
Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Portland General Electric and Rose Valley Telephone-in proper area-no problem.

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district N/A
and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_X_
By County? Yes_____ No_X_
By State at County expense? Yes_____ No_X_
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X_
By County? Yes_____ No_X_
By State at County expense? Yes_____ No_X_

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_X_

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Aggregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V: Contractor to provide necessary materials

Inserted page

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~38,000.00~~ 100,000
2. Available FAS Funds $ 8,360.00
3. Does ~~County~~ City wish advancement of future Federal Funds? Yes _____ No _____
   Amount _____
4. Date match money is available Spring 1976
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: $ _____
7. Date County request letting: _____

Remarks re Section VI: _____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private X Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: Contractor to provide necessary materials

VI. FINANCIAL DATA

1. Estimated Cost: $ 38,000.00
2. Available FAS Funds $ 8,360.00
   City
3. Does ~~County~~ wish advancement of future Federal funds? Yes_____ No_____
   Amount_____
4. Date match money is available Spring 1976
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting:_____

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	CITY HALL Office
2.	Environmental	CITY HALL Office
3.	Public Hearing	CITY HALL Office

Remarks re Section VII: Citizens from area have been in over past two summers requesting dust and dirt control. Funding has not been available.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: This area needs traffic flow improvment since new high school has been built in SE section.

This application is the express desire of the City.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

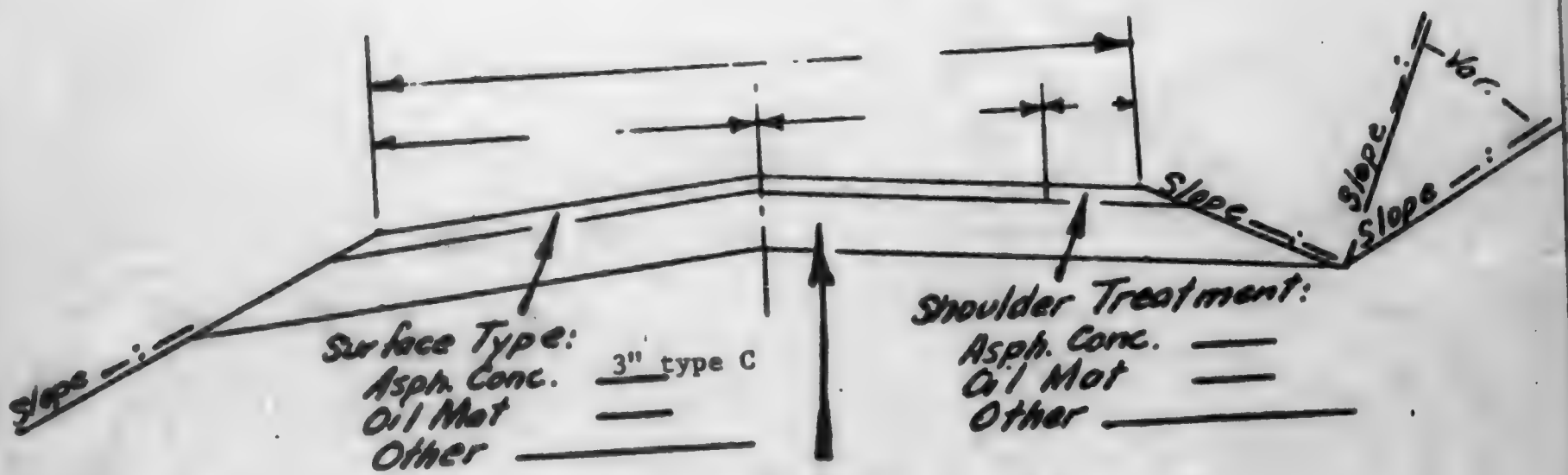
By _____
County Commissioner

By _____
City Engineer of Roadmaster

City Scappoose

Date September 9, 1975

TYPICAL SECTION



Surface Type:
Asph. Conc. 3" type C
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone 8" - 1½ minus + 3" 3/4 -
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width 22'
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44'

Foot paths:
Asph. Conc. X
Gravel —

Curbs
Type "C" X
Curb & Gutter —
Other —

1701

WOODMERE

FIFTH ST

VINE

WOODMERE COURT

SIXTH ST.

ADD

Construction Limits

Construction Limits

NORTH

1300 800 700 1400 1500 1600 2300 2200 2400 2100 2500 2000 2600 2700 2800 3000 3100 2900 3200 3300 3400 3500 3600 500 400 300 200

1 2 3 4 5 6 7 8 9 10 11 12 13

1303-1 1303-2 1303-3 1303-4 1303-5 1303-6 1303-7 1303-8 1303-9 1303-10 1303-11 1303-12 1303-13 1303-14 1303-15

1304-1-1 1304-1-2 1304-2-1 1304-2-2

1304-1 1304-2 1304-3 1304-4 1304-5 1304-6 1304-7 1304-8 1304-9 1304-10 1304-11 1304-12 1304-13 1304-14 1304-15

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1304-998

1304-999

1304-1000

SCAPPOOSE URBAN AREA

APPROX. SCALE 1" = 1000'

MAP 9

LEGEND

LAND USE	SYMBOL
Single Family Res.	
Mult. Family Res.	
Commercil	
Industrial	
Public or Institutional	
Vacant or Nonurban	

8810

OSR - Scappoose

September 5, 1975

Mr. Dave Kucera
City Engineer and Administrator
City of Scappoose
P.O. Drawer "P"
Scappoose, OR 97056

Dear Mr. Kucera:

We wish to acknowledge receipt of your Off-System Roads project application which we received September 3, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Columbia County has been reserved for use by the City of Clatskanie.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. Harwell

Don H. Harwell
County-City Engineer

NR:dp

cc: Jon Rose

☑ ENGR. ☐ ASST. ☐ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ HPE ☐

8810

OSR
Scappoose

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 2, 1975

FILE: PRO 4

OS-0503(-)

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: OSR Project
City of Scappoose

TO: GEORGE N. HOPKINS
Program Development Engineer

Attached is a letter request from the City of Scappoose proposing an improvement to SE 6th Street. Although the local City project for Columbia County has been assigned to Clatskanie in response to an earlier application, Scappoose would like this project considered for inclusion in the program if additional funds become available.

City Engineer Dave Kucera will be submitting more detailed information to complete this request and that will be forwarded when it appears here.

JR/b
att

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Prog. Dev. Engr.		
Office Engr.		
County-City		
Federal Aid		
Inventory-NFEDA		
Release Control		
Prog. & Schedule		
Remarks:		

SEP - 3 1975

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

~~OE~~ RE RME RCE FAE
RECEIVED
TE RSM
UE SEP 04 1975 RSC
SO REGION I RBI
ENV LOC

August 29, 1975

Jon Rose, Engineer
Regional Federal Aid
Oregon State Highway Division
PO Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

The City of Scappoose respectfully requests you to consider the following project to be funded in the Federal Aid "Off-System Roads" program.

The improvement of the gravel portion of S. E. Sixth Street that lies within Woodmere Subdivision. See attached map. The improvements would consist of excavation, additional gravel, curbs, and storm drainage system, to the existing street. The cost of improving this approximate 600 feet of street would be about $38,000.

The improvement is necessary to improve traffic flow and environmental conditions for the surrounding neighborhood and school. This street is the sole access for people in the area and in a growing neighborhood.

More detailed information and completed application forms will follow this letter. Thank you for your consideration.

Sincerely yours,

Dave Kucera
Engineer/Administrator

DK/sk

cc Rod F. Hickey, Mayor
Jake Hulsopple, Street Committee Chairman

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SCAPPOOSE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 2,175

Scale in Feet

Revised January 1973

.1978 Hull St.-College 8811
.Ent. Sec., Cape Arago Hwy.
.in Coos Bay. (Gr. & pave)

8 8 11

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 -628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4 - 7 - 80

REGION NO.	REPORT NO.	COUNTY	DIVISION
0	2	Coos	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/7/80	T. P. Lowe, Area Engineer		HHS-51(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4/4/80	6/11/79	50 %	160 days
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HULL STREET - COLLEGE ENTRANCE

Cape Argo Highway

Grading & Paving

The project provides a continuous left turn lane between the subject limits. This area had an extremely high accident rate due to numerous left turns.

RECEIVED
STATE HWY ENGR
APR 11 '80
REFER TO
Keasey
FYI
Dist Sign Act File

4/14
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4/7/80	TITLE: Field Operations Engineer	DATE: 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

8911

8

June 15, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8811 awarded to Bracelin-Yeager Excavating & Trucking, Inc. for work on the Hull Street-College Entrance (Coos Bay) Section of the Cape Arago Highway in Coos County was completed on April 4, 1979, and accepted by the State Highway Engineer on June 11, 1979.

Final payment in the amount of $8,291.20 will be released to the contractor after June 20, 1979. The total contract amount is $159,999.40 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Bracelin-Yeager Excavating & Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

8811

STATE COPY 9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-170		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 2	4-26-79	Project Number HHS-51(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 18 ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 185,351.00	$ 193,800.00
Federal funds	$ 166,815.00	$ 178,920.00
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Com. file

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. HHS-51(1)

Hull St.-College Entrance (Coos Bay)
Cape Arago Highway
Coos County

Revised Project Agreement

Type Code P.E.			
Preliminary Engineering	All Required		$ 18,800.00
Type Code Y008			
Channelization (Sta. 633+00 to Sta. 653+00)			
Subtotal of Previous Estimate of October 4, 1978			$146,741.00
Previous Estimate			
Class "B" Asphaltic Concrete	1,720 Ton	28.00	$ 48,160.00
Revised Estimate			
Class "B" Asphaltic Concrete	2,235 Ton	28.00	$ 62,580.00
	Increase		14,420.00
	Subtotal		161,161.00
	Engineering		18,839.00
	Total		$180,000.00

Length of Project. . . . . 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,800.00	$ 16,920.00	$ 1,880.00
Channelization	180,000.00	162,000.00	18,000.00
Total	$198,800.00	$178,920.00	$19,880.00

Group 1 - 100%
Contract - 8811
Prefix - 106-1926
106-1061

8811

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-77		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 1	10-13-78	Project Number HHS-51(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000	$ 185,35[illegible]
Federal funds	$ 13,500	$ 166,815
Other revisions		

This modification is made for the following reasons:

Addition of construction phase and increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

~~By~~ for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 1-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. HHS-51(1)

HULL ST.-COLLEGE ENTRANCE (COOS BAY)
CAPE ARAGO HIGHWAY
COOS COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 18,800.00
Type Code Y008			
Channelization (Sta. 633+00 to Sta. 653+00)			
Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		3,100.00
Temporary Signs	188 sq.ft.	11.00	2,068.00
Temporary Barricades	5 each	180.00	900.00
Flagmen	800 hour	18.50	14,800.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		2,200.00
General Excavation	3,105 cu.yd.	9.00	27,945.00
Trench Excavation	115 cu.yd.	10.00	1,150.00
Watering	67 M-gal.	9.00	603.00
Aggregate Base	2,400 ton	9.50	22,800.00
Class "B" Asphalt Concrete	1,720 ton	28.00	48,160.00
12-inch Culvert Pipe	560 lin.ft.	10.00	5,600.00
18-inch Culvert Pipe	10 lin.ft.	25.00	250.00
Extra for Asphalt Approaches	17 each	100.00	1,700.00
Delineators	10 each	20.00	200.00
Adjusting Manholes	4 each	250.00	1,000.00
Wood Sign Posts	All Required		750.00
Type "C" Signs in Place	45 sq.ft.	13.00	585.00
Type "U" Signs in Place	40 sq.ft.	17.00	680.00
Move and Reinstall Existing Signs	All Required		1,200.00
			$144,191.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 725.00
Temporary Pavement Striping	All Required		825.00
Temporary Erosion Control	All Required		1,000.00
			$ 2,550.00
	Subtotal		$146,741.00
	Engineering		19,810.00
	Total		$166,551.00

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. HHS-51(1)

Length of Project - - - 0.00 Mile

Retained in Program Status

Roadside Seeding and Mulching	All Required	$ 600.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,800	$ 16,920	$ 1,880
Channelization	166,551	149,895	16,656
Total	$185,351	$166,815	$18,536

Group 1 - 100%
Contract No. 8811
Prefix: 106-1926
Prefix: 106-1061

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. HHS-51(1)

HULL ST.-COLLEGE ENTRANCE (COOS BAY)
Nonparticipating - State Work

Setting Mailbox Posts	4 each	200.00	$ 800.00
Furnishing Mailbox Posts	2 each	25.00	50.00

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NO. 4-160	**FEDERAL-AID PROJECT AGREEMENT** 4-19-78	County COOS
		Project No. HMS-51(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Hull St. to SWOCC Ent. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-3-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000	$ 13,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Manager
(Title)

By _____

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 11, 1978

FEDERAL AID PROJECT
No. HHS-51(1)

HULL ST.-SWOCC ENTRANCE (COOS BAY) SECTION
CAPE ARAGO HIGHWAY in COOS COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$15,000.00
	TOTAL	$15,000.00

Length of Project . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 15,000.00	$ 13,500.00	$ 1,500.00
Retain in Program Channelization (Contract)	100,000.00	90,000.00	10,000.00
TOTAL	$115,000.00	$103,500.00	$11,500.00

Group 1 - 100%
Prefix 106-1926 P.E.

8811

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: April 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HHS-51(1)

Contract 8811, Work Completed April 4, 1979

Project Hull St.-College Entrance (Coos Bay)

Highway Cape Arago

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-5-79

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey | Jackmond | Hopkins | Williams | Johnsen | Glenn | Richards | Berg | Inloes | Widmer | Gebauer | Church

RECEIVED
APR 24 1979
CONSTRUCTION
BRANCH

8811

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hull St. - College Entrance		WEEK ENDING: April 7, 1979
		SECTION PREFIX: 106-1061
HIGHWAY: Cape Arago Highway		COUNTY: Coos
NAME OF JOB: Hull St. - College Entrance (Coos Bay)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Bracelin - Yeager	CONTRACT NUMBER: 8811	FEDERAL AID PROJECT NUMBER: HHS-51(1)
DATE OF CONTRACT: October 4, 1978	DATE WORK STARTED: November 2, 1978	ESTIMATED COMPLETION DATE: April 7, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: Calendar 160	WORK DAYS USED: Calendar 81
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $168,196.79	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 50
EXCLUSIVE OF ENGINEERING: $154,852.69	ENGINEERING AUTHORIZATION: $13,337.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $161,387.84	This Week 587.82 ENGINEERING COST TO DATE: $13,917.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.28%	PERCENT OF AUTHORIZATION: 104.4%	DATE PROJECT WAS COMPLETED: April 4, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38				
MILES PARTIALLY COMPLETED	0.38				
MILES COMPLETED	0.38				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,220	2,400			1,720
TOTAL QUANTITIES CORRECTED TO DATE	3,220	3,000			2,212
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,220	3,000			2,212
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	1	0			0
HOURS PER SHIFT	8	0			0

EQUIPMENT USED DURING THE WEEK: One Hydraulic Seeder and Mulcher Machine on Flat Bed Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Showers	1		
MONDAY	2	Showers	1		
TUESDAY	3	Showers	1		
WEDNESDAY	4	Overcast	1		Project completed today
THURSDAY	5	Showers	0		
FRIDAY	6	Showers	0		
SATURDAY	7		0		

RECEIVED
APR 9 1979
CONSTRUCTION BRANCH

Kelsey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 1	
MONDAY 2	
TUESDAY 3	
WEDNESDAY 4	Contractor had one man work two hours cleaning Culvert Pipe Ends throughout the job. The Contractor had Pacific Landscapers Seed & Mulch the Cut & Fill Slopes under Price Agreement Number 5.
THURSDAY 5	
FRIDAY 6	
SATURDAY 7	

REMARKS

The Contractor has completed all minor adjustments, clean up and Seeding & Mulching throughout the Project. All items are complete.

Jim Gix and Tom Lowe on the Project Site Wednesday morning observing the Seeding & Mulching operations and inspecting completed Project.

SIGNED H. D. Morrison LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FZ16

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Coos	Oregon

IN COMPANY WITH: Jim Gix and Gene Ash, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-4-79	T. P. Lowe, Area Engineer	HHS-51(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	50 %	95 %

HULL ST.-COLLEGE ENTRANCE
Cape Argo Highway
Grading and Paving

Scope of Inspection

The completed work was reviewed in the field. The contractor was hydro-seeding and mulching the completed slopes during the inspection. All other work was done. Resident Engineer Ash said there were no significant material problems.

Description of Project

The project provides a continuous left turn between the subject limits. This area had an extremely high accident rate due to numerous left turns.

Findings

The completed work is in conformance with the approved plans. The surface rideability is very good. Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
APR 11 '79
REFER TO
Eng'g to Keasey
FOR
Meth | Inves | R/D | D/R | Sgn | Act | File

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8811

DATE: March 16, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hull St.-College Entrance (Coos Bay)
Contract No. 8811

This federal-aid grading and paving project is nearing completion and an overrun in the project authorization is now apparent. An overrun of $9,560.21, or 5.7 percent, is anticipated.

The reason for the overrun is that the asphalt paving item will exceed the estimated amount by approximately $14,400, or 29.9 percent of the bid item. The amount of pavement leveling required was difficult to estimate due to the uneven nature of the existing surface. Twice the amount of leveling estimated was required to obtain the desired slope. There are insufficient contingency funds included in the authorization to cover all of this increase.

The increase in cost is eligible for federal participation and approval of the Public Contract Review Board is not required.

It is recommended that the project authorization for this contract be increased by $9,560.21 to a new total of $177,757. This matter will be on the Consent Calendar for your March 27 meeting.

WR:ia

bc F. B. Klaboe
C. W. Head
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Ball

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 15, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hull St.-College Entrance (Coos Bay)
Contract No. 8811

This federal-aid grading and paving project is approximately 94 percent complete and an overrun in the project authorization is now apparent.

The aggregate base item is expected to overrun by approximately $5,000 due to encountering soft spots in the subgrade and because it was placed on sand fill material. The paving item will overrun by approximately $14,400 because of the uneven surfacing on the existing roadbed. These two items more than account for the $9,560.21 project overrun anticipated.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

Public Contract Review Board approval is not required and the increase in project cost is eligible for FHWA participation.

WR:ia

Att.

cc Alfred Shirley, Jr.
F. D. Morrison
Robert Church

8811

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Hull Street - College Entrance (Coos Bay) Date 2-6-79

Highway Cape Arago Contract No. 8811

County Coos Kind of Work Grading & Paving Contractor Bracelin-Yeager Exc. & Trucking, Inc.

	Authorized	Estimated
Contract Amount	$144,991.00	$130,972.00
Anticipated Items	3,200.00	1,430.00
Contingency (4½%)	6,668.60	31,348.00
Engineering	13,337.19	14,007.00
Credits	-	-
PROJECT COST	$168,196.79	$177,757.00

NET INCREASE $ 9,560.21 OR 5.68 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) (U) Aggregate Base (P. A. # 2)	$27,773.60	$ 4,973.60
(C) Class "B" Asphalt Concrete	62,580.00	14,420.00
(C) Adjusting Manholes	1,750.00	750.00
(A) Temp Pavement Striping	.00	- 720.00
(A) Temporary Erosion Control	.00	-1,000.00
(A) Furnishing Mail Box Posts	.00	-50.00
(U) Excavation Below Subgrade	2,500.00	2,500.00
(U) Construct Type A Conc. Curbs	297.95	297.95
(U) Repair Sewer Connections	776.26	776.26
Engineering	14,007.00	669.81

Principal reasons for overruns (Continue on reverse side): The Agg. Base overran due to soft spots in the subgrade and also because it was placed on top of sand fill material. The A. C. overran because of uneven surfacing on the existing roadbed. Leveling quantities doubled when we made the

(OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Fred D. Morgan
Resident Engineer

Confirmed by
Regional Engineer

Noted by Warren Richards
for
Construction ~~or Bridge~~ Engineer

Noted by H. J. Haulten
~~Deputy~~ or State Highway Engineer

SP*88727-734

the existing roadbed conform to 0.02/ ft. slope. In order to make the existing lanes co form to this slope, more A. C. was necessary since the centerline shifted as much as twelve feet to the right.

Three additional manholes were uncovered during construction and had to be adj.

Excavation below subgrade was required in two areas on the project. These subexcavated areas were partially backfilled with Agg. Base to get drainage out of the wet spots.

Construction of Type A Concrete curbs was requested by the City of Coos Bay. We removed curbs that the city had installed on La Clair St. and they wanted them replaced.

Sewer line connections were required in four cases, where we cut the slope lines and cut though existing sewer lines which were in service to adjoining property owners.

The above mentioned items were the main reason that this request is being submitted.

8811 240

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 4, 1978

Duane O. Christensen
Finald Design Engineer

F. D. Morrison
Resident Engineer

Sign Shop Drawings
Hall St.-SWOCC Entrance (Coos Bay)
[redacted]
Coos County
Contract No. 8811

Enclosed find four sets of approved shop drawings for the Type "U"-Signs 2 and 3 on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and two sets sent to Coral Corporation for sign fabrication purposes.

WGB:cj
Attachments

cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

November 20, 1978

FILE:

F. D. Morrison

FROM: F.D. Morrison,
Res. Engr.

SUBJECT: Shop Drawings,
Type "U" Signs

TO: W.G. Beard,
Sign Design Engr.

Attached are 5 Copies of Shop Drawings for Type "U" Signs on Contract No. 8811, Hull Street - College Entrance, (Coos Bay), Coos County, Cape Arago Highway.

Check and Return the Approved Copies to this office.

REFERRED TO
BY FINAL DESIGN ENGINEER

Beard WGB Stoudenmayer
Cole Sample
Eriksen Watson
Heger Dorn Leu
Return Discuss Do Not Copy Due

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 22 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8811

ROBERT W STRAUB

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
F. D. Morrison

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1978

Braselin-Yeager Excavating
& Trucking, Inc.
3033 Ocean Blvd.
Coos Bay, OR 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8811 for work on the Hull Street-College Entrance (Coos Bay) Section of the Cape Arago Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dla
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

8811

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

October 4, 1978

Bracelin-Yeager Excavating
& Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for work on the Hull Street-College Entrance (Coos Bay) Section of the Cape Arago Highway in Coos County for the sum of $144,991 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8811.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 16, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8811

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8-30-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-51(1)

STATE PROJECT NO.: See below

COUNTY NAME: Coos

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70546

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	Primary 51	Secondary 240

GENERAL LOCATION:
Hull St.-College Entrance (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Perm. Pavement Striping (S.F.) $725.
Temp. Pavement Striping (S.F.) $825.
Temp. Erosion Control $1,000.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8-25-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $149,606 - Federal Funds $134,645.

A signed copy of the Title Sheet is returned herewith.

F. B. KLABOE

Swan
Wilson
9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Tom Walsh — COMMISSIONER
Robert A. Burco — DIRECTOR OF TRANSPORTATION
Fred B. Klaboe — ASSISTANT DIRECTOR FOR OPERATIONS

D. K. Hansen — DISTRICT ENGINEER — DATE

8811

240

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Rust

9-21-78 Bid Letting _____ All Clear Deadline

SECTION HULL ST.-COLLEGE ENTRANCE (COOS BAY)
Highway Cape Arago
County Coos Region 3
Type of Work Lt. Turn Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8811

STATE OF OREGON

INTEROFFICE MEMO

240

TO: Alfred Shirley, Jr.
Region 1 Engineer

DATE: May 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Hull Street-Southwestern Oregon Community College
Entrance (Coos Bay) Section
Cape Arago Highway
Coos County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also will you please submit two copies to the City of Coos Bay for their review. The City should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

May we have your reply by May 31 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: ~~B.~~ O. Christensen w/attachment
F. T. Lacey w/attachment

REFERRED TO
✓ Beard NWB Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Plan kept by Beard

Versteeg
Christensen Dor
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

8811

240

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 30, 1978

FILE: PRO 6

FROM: JAMES J. GIX
Regional Construction Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Hull Street-S.W.O.C.C. Access Sec.
Cape Arago Highway
Coos County
106-1926

Enclosed is the following listed survey data for the subject location "safety" project.

1	Copy	Locating Engineer Statement, Narrative Report, Quantity Summary and Cost Estimate
1	Pad	Computations and Supporting Data
1	Copy	Co-ordinate Sheet
2	Books	Field Notes
1	Roll	Detail Map
1	Roll	Profile & Typical Sections
2 ½	Rolls	Cross-Sections

This is a Title II, Section 209 project with a 2.0 benefit/cost ratio justifying a $125,000 expenditure. The preliminary engineering phase is estimated at $12,000 leaving a balance of around $110,000.

The locating engineer's estimate is $158,000, however, by limiting the overlay of the existing roadway to 1½ inches and by shortening the project length slightly, we arrive at a revised preliminary estimate of $113,000.

Hopefully the project can be developed to the contracting stage within the funding limits.

jwg/cw
Encl.

cc B. E. Brown
F. D. Morrison

To Chairman 4-4-78

8811 5-3-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-51(1)

STATE PROJECT NO.: See below

COUNTY NAME: Coos

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70546

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-3-77	Primary 51	Secondary 240

GENERAL LOCATION:

"Hull St. _ SWOCC Entrance (Coos Bay) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work at a total estimated cost not to exceed $7,500 - FF $6,750.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 4-21-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Rulien's 4-21-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 27, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Title II, Section 209
Hull St. to SWOCC Entrance
(Coos Bay) Sec.
Cape Arago Highway (#240, Newmark Ave.)
Coos County

NOTED
E. S. HUNTER

The subject project would provide a continuous left-turn refuge from M.P. 2.58 (350' east of the western SWOCC access road) to M.P. 2.91 (750' west of Hull St.). The proposal is based upon existing traffic volumes and accident history.

The 0.93 mile-long WCL North Bend to Empire-Coos Bay Highway Section, of which the proposed section is a part, has 22 accidents in 1975 with an ADT of 9,900 vehicles. This resulted in an accident rate of 6.54 A/MVM.

Initially it was proposed to only provide a left-turn refuge at LaClair St., but subsequent investigation revealed the problem to be of greater magnitude. Now the project will provide a continuous turning median for a length of 1/3 mile at a cost of approximately $100,000.

Rolling topography, stabilized sand dunes, disrupted drainage, a high water table (at least in other years), and low, dense, and very diversified woody vegetation all characterize the project location. Land use is predominantly for residential activity but with service and some commercial functions nearby.

The proposal envisions two travel lanes, a continuous turning median, and shoulders wide enough to permit bicycle use. This will require a substantial widening of the existing 20-plus feet of pavement. It is proposed to confine the anticipated work to the existing 80' right-of-way. But surrounding topography is such that fills and cuts will be required to extend the existing roadway more than a few feet to either side.

With 2:1 side slopes on fills up to 10-15' high, the full 80' right-of-way would be used in spots. The subsequent field survey may even show a need for minor additional right-of-way or slope easements, but a preliminary examination indicates the existing R/W to be tight but adequate. Three or four utility distribution poles may also require relocation.

RECEIVED STATE HWY ENGR
APR 29 '77
REFER TO
FOR
Info
Inves
R/D
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Cuts are estimated to generate 300 yds^3 of material while fills are estimated to require 1000 yds^3 of material. The project would be short some 700 yds^3 of embankment material then. This should not pose any problems as surplus sandy material is readily available in the Coos Bay-North Bend area.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. New right-of-way does not appear to be required and this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

GAP:ss

Enclosure

cc: E. S. Hunter
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach
L. E. George w/attach
Don Trout w/attach
Bill Kappus-FHWA

1978 Stellar Dr & Solar 8812
Dr. Sec. 2 mi. west of
Sun River. (Agg. surg.)

CXA 6250 10-5-77

PE. Pdu Deposit AD 3C 3
1570

CC 1801
CC 1902

June Sebastian
Trs.- Spec Rd Dist #1
SCICS Goddard Way
Bend Oregon 97701
389-3162

8812

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION - Salem

DATE: October 30, 1979

In reply refer to: HAM-OR/120.3

SUBJECT: Final Voucher Payment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

CONTRACT	PREFIX (S)			TITLE
8568	315-1095/315-1937	M 2430(1)	$ 00.00	BARNETT RD @ BLACK OAK DR. SE
PE	336-1962	M 4560(1)	00.00	PAC. HWY E @ 19TH ST.
ROW	615-2517	I 5-1(90)	00.00	S. ASHLAND INTCHG. - CALIF ST. LINE
PE/ROW	626-1901/626-2917	I 5-6(80)	00.00	W. PORTLAND PARK + RIDE
SFO	220-1097/220-1975	RRP 1350(1)	00.00	B/RR X'ING @ IRVING RD
SFO	6-1057/6-1938	PMS 2-2(5)	00.00	JCT OR 425 TO S. BOUNDARY City Limits
8812	209-1010/209-1982	SOS 900(2)	00.00	STELLAR DR [illegible]

G. L. Green

RECEIVED
NOV 2 1979
CONTRACT ACCOUNTING

10-31 orig

RECEIVED
STATE HWY ENGR
OCT 31 '79
REFER TO
SCoole
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
OCT 31 1979
HIGHWAY ACCOUNTING

8F12

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-12-79	CC ~~2010~~ 2013	

CREDIT DISTRIBUTION

209 - 1982
209 - 1010

BILL TO: Code:

Deschutes County Special Road District # 1

56165 Gossard Road

Bend, Oregon 97701

Attn: June Sebastian - Treasurer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Stellar Drive and Solar Drive Section, SOS-0900(2)			
This is an OFF SYSTEM Project. FUNDS SET UP FOR PROJECT:			
Federal $52,677.12			
PE advance deposit 1,570.00			
Const. Advance deposit 8,670.00			
$62,917.12			
Project Cost 61,460.98			
Refund due Rd. District $ 1,456.14			
(Please send a copy of the itemized statement to the Road District along with the billing)			

Advance Deposit Amount	1,570.00 $ 8,670.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,740.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 1,043.86
Refund Due	$ 1,456.14
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	AD 363, AD509, CC1801 CC 1902

Road District Refund ~~XXXXXXXXX~~ . . . . . $ 1,456.14

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

for D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-12-79

County Deschutes **Contract No.** 8812 **Date Completed** 11/30/78

FAS OFF SYSTEM **Section** Stellar Drive and Solar Drive

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
SPECIAL ROAD DISTRICT NO. 1	
PE	$ 3,589.70
Construction	
Payment to Contractor	$53,687.76
Engineering	4,183.52
	$57,871.28
Total Project Cost	$61,460.98
Federal Funds Collected	$52,677.12

Road District's share of project costs are as follows:

Funds for project	
Federal	$52,677.12
PE Advance Deposit	1,570.00
Construction Advance Deposit	8,670.00
Total	$62,917.12
Project Costs	61,460.98
Refund due Road District	$ 1,456.14

Reference: Billing Form CC 2010

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Stellar Dr. & Solar Dr. Section County Roads Deschutes County					
	Preliminary Engineering Type Code PE State	All Required			3,589.70	
	Construction Type Code 2010 Stellar Dr. (Sta. 0+00 to 16+66) Solar Dr. (Sta. 0+00 to 99+44) Final Contract Payment Summary	Lump Sum			53,669.30	
	Construction Engineering State	All Required			4,136.25	53,669.30 1946 53,681.76
	Total Participating Construction Engrg.				4,136.25	
	Total Participating Costs				61,395.25	
	Non-Participating Items Final Contract Payment Summary Interest Paid Contractor SPO #1 Pay Restoration & Forestation fee Construction Engineering	Lump Sum All Required All Required All Required			(921.30) 18.46 921.30 47.27	4136.25 47.27 4183.52
	Total Non-Participating Costs				65.73	
	TOTAL COSTS				61,460.09	
					61,460.98	

Limit of Federal funds. # 62 541.00
52 677.12
9,863.78

Prepared based on costs shown on Federal Billing as of August 23, 1979.

CC 2010

AMOUNT CARRIED FORWARD

ORIGINAL

Final Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-0900(2)

PROGRAM APPROVED ~~SOS-0900(2)~~

VOUCHER PERIOD From: Jan 17, 1978 To: Apr 9, 1978

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,469.98	$1,398.25	85.80%	$2,677.12	$2,677.12	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_____ *State Highway Agency*

By _____ _____
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ _____

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8812

STATE COPY 8812-9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) FOR "OFF-SYSTEM" PROJECT

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-0900(2)	Deschutes	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved furnishing, hauling and construction of cinder grid-rolled surfacing. The work was performed approximately 13.6 miles north of Lapine, 1.5 and 2 miles west of Sunriver on Harper Bridge Rd. This "Off-System" project on the "Stellar Dr. and Solar Dr." Section is under the jurisdiction of Deschutes County Road District No. 1.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Babler Bros., Inc.	$ 53,855.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* T Kaseef

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT

APR 10 1979

Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
2010	2.197	31

STRUCTURES OVER 20 FEET SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
—	—

4/11 cy to Kaseef

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

STATE HWY ENGR

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	1-25-79

12. IN COMPANY WITH

Discussed with W. Robertson, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B. Carter

David B. Carter

14. TITLE	15. DATE
Area Engineer	4/9/79

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE D K Hosmer

G. K. Hosmer

17. TITLE	18. DATE
Field Operations Engineer	4/9/79

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8812

January 22, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8812 awarded to Babler Bros., Inc., for aggregate surfacing on Stellar Drive and Solar Drive in Deschutes County was completed on November 30, 1978, and accepted by the State Highway Engineer on January 19, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 29, 1979.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

Deschutes

Salem, Oregon
December 20, 1978

W. E. Cole
Design Engineering Supervisor

W. W. Robertson
Resident Engineer

Stellar & Solar Drives
Deschutes County
(Construction Narrative
Report - Contract #8812)

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

8812

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Stellar Dr. and Solar Dr.		WEEK ENDING: December 9, 1978
		SECTION PREFIX: 209-1010
HIGHWAY: County Roads		COUNTY: Deschutes
NAME OF JOB: Stellar Dr. & Solar Dr.	KIND OF WORK: Aggregate Surfacing	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 8812	FEDERAL AID PROJECT NUMBER: SOS-0900(2)
DATE OF CONTRACT: October 11, 1978	DATE WORK STARTED: November 14, 1978	ESTIMATED COMPLETION DATE: November 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 39
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 87
PROJECT AUTHORIZATION: $ 61,892.98	ENGINEERING AUTHORIZATION $ 5,405.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 56,487.48	ENGINEERING COST TO DATE $ 2,938.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 53,669.30		DATE PROJECT WAS COMPLETED: November 30, 1978
ESTIMATED PERCENT: OVERRUN / UNDERRUN 5 %	PERCENT OF AUTHORIZATION 54 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.20			
MILES PARTIALLY COMPLETED		-			
MILES COMPLETED		2.20			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,500 CY			
TOTAL QUANTITIES CORRECTED TO DATE		18,481 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		18,481 CY			
AVERAGE DAILY QUANTITIES		0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			
NUMBER OF SHIFTS PER DAY		0			
HOURS PER SHIFT		0			

EQUIPMENT USED DURING THE WEEK:

None - project completed.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 11 1978
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12/3/78	Project completed - No activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Semi-final estimate submitted to Region office 12-8-78.

This will be the final weekly report on this project.

Const.

SIGNED W W Robertson LOCATION Bend, OR 97701

W. W. Robertson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8812

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-175	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-26-78	State Oregon County Deschutes Project No. SOS-0900(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds., approx. 2.05 S.W. of Sunriver

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-17-78	2.197
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	2.197
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 72,892.00	$ 62,541.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Coulter

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 26 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G. Files

Oregon State Highway Division
Salem, Oregon, October 16, 1978

Federal-aid Project
No. SOS-0900(2)

STELLAR DR. AND SOLAR DR. SECTION
COUNTY ROADS
DESCHUTES COUNTY

Project agreement estimate.

Type Code P.E.			
Preliminary Enginering	All Required		$11,000.00
Type Code 2010			
Stellar Dr.(Sta. 0+00 to Sta. 16+56)			
Solar Dr.(Sta. 0+00 to Sta. 99+44)			
Mobilization	All Required		$10,500.00
Temporary Protection and Direction of Traffic	All Required		750.00
Temporary Signs	151 sq.ft.	5.00	755.00
Flagmen	200 hour	7.00	1,400.00
Watering	450 M-gal.	7.00	3,150.00
Grid-Rolled Cinder Surface Course	15,500 cu.yd.	2.20	34,100.00
Grid-Roller with Tractor	160 hour	20.00	3,200.00
			$53,855.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 200.00
	Subtotal		$54,055.00
	Engineering		7,837.00
	Total		$61,892.00

Length of Roadway - - - - - - - - - - - - - 2.197 miles
Cost of Roadway Per Mile - - - - - - - - $28,171.14

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	Road District
Preliminary Engineering	$11,000.00	$ 9,438.00	$ 1,562.00
Construction	61,892.00	53,103.00	8,789.00
Total	$72,892.00	$62,541.00	$10,351.00

Group 1 - 100%

Contract No. 8812

Prefix 209-1982

Prefix 209-1010

8812

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-24-78	CC 1902	

CREDIT DISTRIBUTION

209-1982
209-1010

BILL TO: Code:

Special Road District #1, Deschutes Co.

56165 Gossard Way

Bend, Oregon 97701

Attn: Mrs. June Sebastian

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Stellar Drive and Solar Drive Section of the Special Road District #1 in Deschutes County SOS-0900(2) AD 363 CC 1801 AD 509			

	$ 1,570.00	
Advance Deposit Amount	$ 8,670.00	
Advance Deposit Previously Transferred to Highway Fund	$ 1,070.00	
Balance	$ 9,100.00	
Transfer to Highway Fund	$ 6,670.00	Amount Due . . . . . $
Refund Due	$	Submitted by: Harold Reynolason
Partial or final request for billing		Approved: Gerald W. Wimer
Number of the previous request in connection with this service.		

SP*35736-734

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8812 for work on the Stellar Drive and Solar Drive Section in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Dale Allen
Wilmer Robertson

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

October 13, 1978

C. W. Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8812 Aggregate Surfacing, Deschutes County Roads, Stellar Dr. & Solar Dr.

Dear Sir:

Enclosed are contract documents containing duly executed performance and payment bonds in the amount of $53,855.00 which are ready to be filed for the above captioned project to be performed by Babler Bros., Inc..

Very truly yours,

Gail Custer

Gail Custer

/gc

Encl.

cc: Mr. Ray Richards
Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, Oregon 97202

RECEIVED
OCT 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8812

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Wilmer Robertson
SAIF
Fran

October 11, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for work on the Stellar Drive and Solar Drive Section in Deschutes County for the sum of $53,855 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Deschutes County and when the sum of $8,670 is deposited by the County.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8812.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 23, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

209	1980	923	00	P	1	143.76		1,703.19
209	1980	280	00	P	1	137.60		171.84
		TOT	P1			371.76	**	1,703.19
		** JOB TOTALS **				371.76	**	1,703.19

SOLAR & STELLAR DR IMPRVT CONT NO FA PROJ NOS SOS 900002 100

209	1982	296	00	N	9			
209	1982	297	00	N	9			
209	1982	901	00	P	1	Field		88.40
209	1982	902	00	P	1	Final Design		1,131.35
209	1982	910	00	P	1	Soils		
209	1982	920	00	P	1	Program	48.80	48.80
209	1982	921	00	P	1	Specs	71.60	285.10
209	1982	922	00	P	1	Planning	8.56	27.44
		TOT	P1			128.96		1,581.34
		** JOB TOTALS **				128.96	**	1,581.34

GAZLEY BR GAZLEY COUNTY RD CONT NO FA PROJ NOS OS 000001 100

210	1952	296	00	N	9			

Contract costs 61,892.00

PE ~~63,481.70~~ 3,589.70 — End. 56,313

Increase PE 1 000.00

66,481.70 #57,173

9-78

10/30/78 Told John Hagedorn we also could use $5,500 more

TOTAL TO DATE JOB COST SUMMARY SEPTEMBER 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION			CURRENT MONTH	FISCAL YEAR TO DAT
	210	1952	297	00	N	9	
	210	1952	298	00	N	9	
	210	1952	904	00	P	1	
	210	1952	905	00	P	1	
	210	1952	906	00	P	1	
	210	1952	920	00	P	1	
	210	1952	921	00	P	1	
	210	1952	923	00	P	1	
			TOT	P1			
			** JOB TOTALS **			**	

8812

SPRRXING & RIDDLE BYPASS RD CONT NO FA PROJ NOS PROOOOSOIE 100

210	1971	296	00	N	9		77.
210	1971	298	00	N	9		77.
210	1971	901	00	P	1		
210	1971	905	00	P	1		
		TOT	P1				
		** JOB TOTALS **				**	

COUNTY-WIDE RD SYSTEM CONT NO FA PROJ NOS NNS 000020 100

212	1902	296	00	N	9		
212	1902	298	00	N	9		
212	1902	901	00	P	1		
212	1902	902	00	P	1		
212	1902	905	00	P	1		

209	1980	923	00	P	1	143.44		[illegible]		[illegible]
209	1980	980	00	P	1	137.60		171.84		171.84
		TOT		P1		371.76		1,703.19		2,964.14
		** JOB TOTALS **				371.76	**	1,703.19	**	2,964.14 **

CONT NO		FA PROJ NOS SOS 900002 100							00	STATE
209	1982	296	00	N	9				1,070.00CR	
209	1982	297	00	N	9				1,070.00	
209	1982	901	00	P	1	Field		88.40	1,989.13	
209	1982	905	00	P	1	Plant Design		1,171.35	1,232.55	
209	1982	910	00	P	1	Soils			6.47	
209	1982	920	00	P	1	Program	48.90	48.90	48.90	
209	1982	921	00	P	1	Specs	21.60	285.16	285.16	
209	1982	922	00	P	1	Planning	8.96	27.49	27.49	
		TOT		P1		128.96		1,581.30	3,589.70	
		** JOB TOTALS **				128.96	**	1,581.30	** 3,589.70	**

CONT NO		FA PROJ NOS OS 000001 100							00	STATE
210	1952	296	00	N	9				19,479.41CR	

Contract costs 61,892.00

PE 3,589.70 / 65,481.70 — Ed. 56,313

Increase PE 1,000.00

66,481.70 — 57,173

75,000.00 / 64,481.30 / 8,518.70

10/28 Told John Hagedorn we could [illegible] could go $8,500 more

SEPTEMBER 1978 PAGE 537

ENT		PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
210	1952	297	00	N	9				3,230.00
210	1952	298	00	N	9				15,749.41
210	1952	904	00	P	1				18,420.66
210	1952	905	00	P	1				69.44
210	1952	906	00	P	1				1,076.11
210	1952	920	00	P	1				26.00
210	1952	921	00	P	1				501.99
210	1952	923	00	P	1				48.23
		TOT		P1					20,142.48
		** JOB TOTALS **					**	**	20,142.48 **

D CONT NO		FA PROJ NOS RR00000S018 100							00	STATE
210	1971	296	00	N	9			77.83CR	129.23CR	
210	1971	298	00	N	9			77.83	129.23	
210	1971	901	00	P	1				86.48	
210	1971	906	00	P	1				57.11	
		TOT		P1					143.59	
		** JOB TOTALS **					**	**	143.59 **	

CONT NO		FA PROJ NOS HMS 000S029 100							00	STATE
212	1902	296	00	N	9				450.00CR	
212	1902	298	00	N	9				450.00	
212	1902	901	00	P	1				200.69	
212	1902	902	00	P	1				3.29	
212	1902	906	00	P	1				249.73	

8812

September 22, 1978

Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
County Road Master

Gentlemen:

On September 21, 1978 a satisfactory bid was received from Babler Bros. Inc., 4617 S.E. Milwaukie Avenue, P.O. Box 02008, Portland, Oregon 97202 for the Stellar Drive and Solar Drive Section, Sp. Rd. District # 1.

This is an Off-System project and based upon the contractor's bid the County's advance deposit is as follows:

Bid Items	$53,855.00
Temp. Erosion Control	200.00
Contingencies 4 1/2%	2,432.48
Engineering 10%	5,405.50
TOTAL EST. CONST. COST	$61,892.98

10/11/78 Rec'd

Told Region 4

Then 14% of $61,892.98 = $8,665.08, by rounding the county's advance deposit will be $8,670.00.

Please make your check in the amount of $8,670.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Guy Cornforth

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf
cc: June Sebastian, Trea. Rd. Dist. #1 - Sent 10/24/78
bc w/AD # 509: Vern Skoog - Please return completed AD # 509 when check is received.
Region 4 Federal Aid Engineer John Hagadorn

Don H

3212

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

September 8, 1978

FILE: 209-1982

FROM: John R. Hagedorn
Region Federal Aid Engineer

TO: Harold Reynoldson
Project Management

SUBJECT: Preliminary Plans
Stellar Drive and Solar Drive Section
SOSR, Deschutes County

Attached hereto are the "Approved as Noted" plans for the subject section.

Please note the changes in the lengths of the two separate sections. The Road District Commission would rather shorten Solar Drive, ending same at Pasadena Avenue, and lengthen Stellar Drive.

However, if the bid is more favorable than the engineer's estimate, the lengths could be extended. Therefore, I believe that the project limits should be set accordingly.

JRH:pw
Enclosures

cc: W.W.Robertson

C.C.
D.O. CHRISTENSEN
Jack Sullivan

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

SEP 11 1978

		File:	PM FA
TAA Reynoldson			LG OP

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
	Typical Section, Material Source & Summary

STATE OF O

STATE HIGHWA

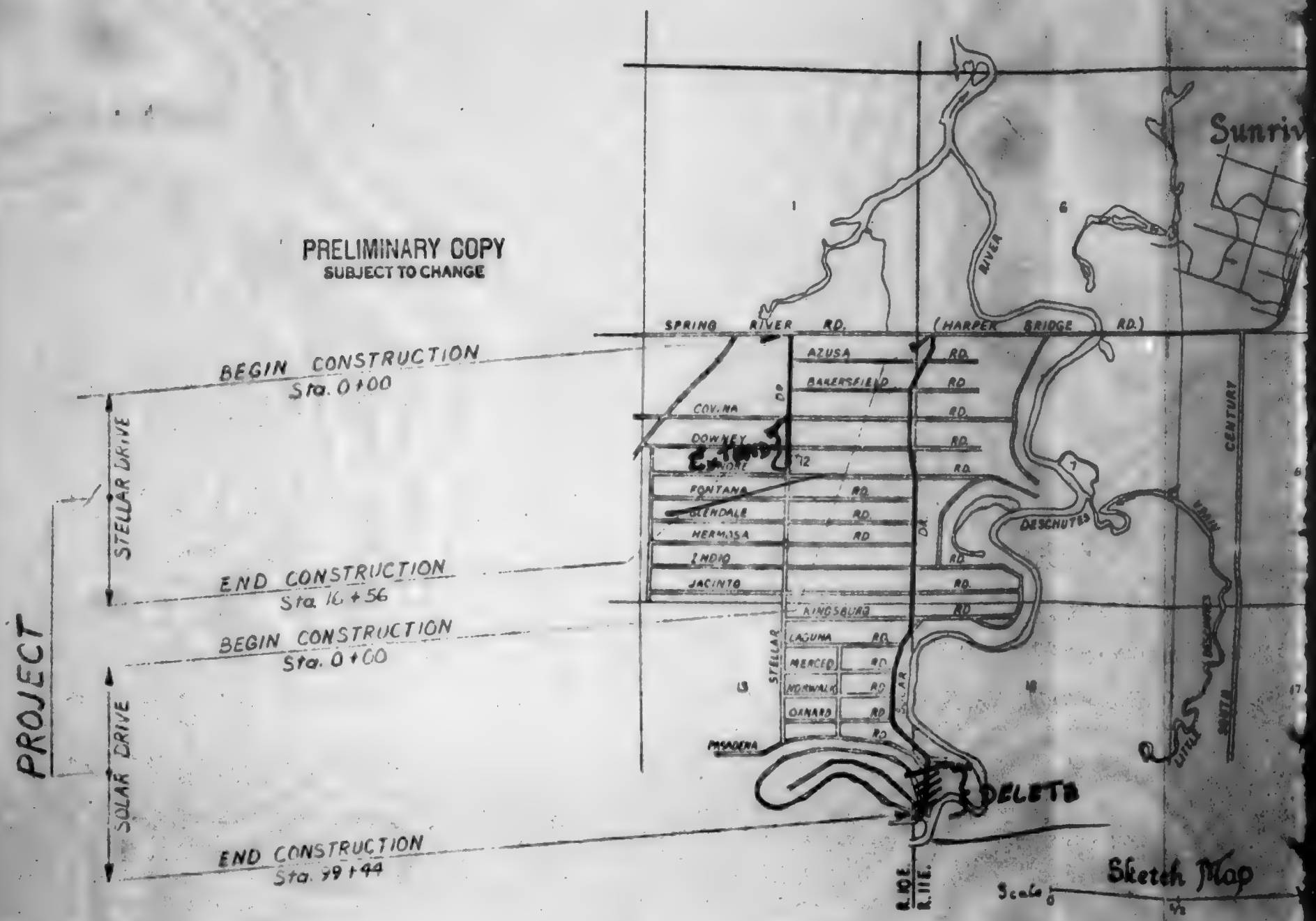
PLANS FOR PROPOS

STELLAR DR. AND SOL

COUNTY RO

DESCHUTES CO

PRELIMINARY COPY
SUBJECT TO CHANGE



F OREGON
WAY DIVISION
POSED PROJECT

SOLAR DR. SECTION
Y ROADS
ES COUNTY

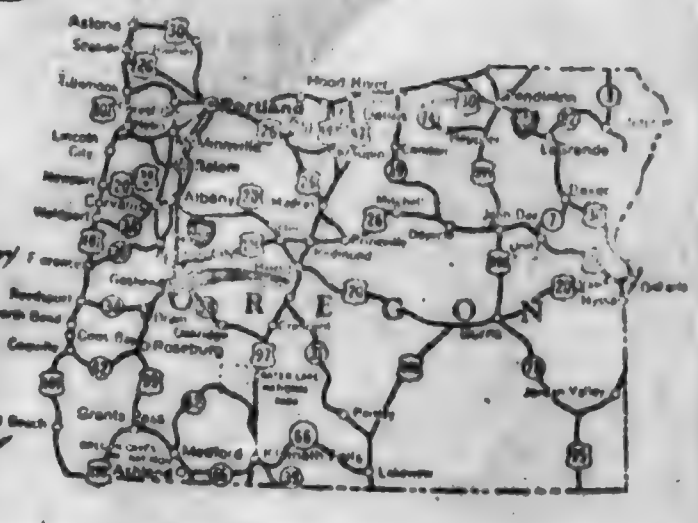
PRELIMINARY COPY
JUL 10 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STELLAR DR. AND SOLAR DR. SECTION COUNTY ROADS DESCHUTES COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

OS

with amendment dated 9-25-78

APPROVED Sept. 6 19 78
Special Road District No 1, Deschutes County
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER



T. 19 S.
T. 20 S.

Map
1 Mile

H. S. Coulter — STATE HIGHWAY ENGINEER
E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Colgrove	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Kiesbee	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

FERGUSON RD-TEKAMPE RD	CONT NO		FA PROJ NOS OS 900001 100						
	209	1980	296	00	N	9	507.89CR		1,493.95CR
	209	1980	298	00	N	9	507.89		1,493.95
	209	1980	901	00	P	1			
	209	1980	905	00	P	1	580.40		580.40
	209	1980	906	00	P	1	102.16		439.89
	209	1980	910	00	P	1	68.48		68.48
	209	1980	918	00	P	1			
	209	1980	923	00	P	1	70.88		208.42
	209	1980	980	00	P	1	34.24		34.24
			TOT	P1			856.16		1,331.43
			** JOB TOTALS **				856.16	**	1,331.43
SOLAR & STELLAR DR IMPRVT	CONT NO		FA PROJ NOS SOS 900002 100						
	209	1982	296	00	N	9			
	209	1982	297	00	N	9			
	209	1982	901	00	P	1	Field wk	88.40	88.40
	209	1982	905	00	P	1	Final Pay	278.05	1,131.35
	209	1982	910	00	P	1			
	209	1982	921	00	P	1	213.66		213.66
	209	1982	922	00	P	1	18.93		18.93
			TOT	P1			599.04		1,452.34
			** JOB TOTALS **				599.04	**	1,452.34
GAZLEY BR GAZLEY COUNTY RD	CONT NO		* FA PROJ NOS OS 000001 100						
	210	1952	296	00	N	9			
	210	1952	297	00	N	9			
	210	1952	298	00	N	9			
	210	1952	904	00	P	1			

8/82

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE
	210	1952	905	00	P	1		
	210	1952	906	00	P	1		
	210	1952	920	00	P	1		
	210	1952	921	00	P	1		
	210	1952	923	00	P	1		
			TOT	P1				
			** JOB TOTALS **				**	
SPRR XING @ RIDDLE BY-PASS RD	CONT NO		FA PROJ NOS RR0000S018 100					
	210	1971	296	00	N	9		77.83
	210	1971	298	00	N	9		377.83
	210	1971	901	[illegible]		1		

CONT NO		FA PROJ NOS OS	900001 100			00	STATE
209	1980	296	00 N 9	507.89CR	1,493.95CR	1,493.95CR	
209	1980	298	00 N 9	507.89	1,493.95	1,493.95	
209	1980	901	00 P 1			245.16	
209	1980	905	00 P 1	580.40	580.40	643.76	
209	1980	906	00 P 1	102.16	439.89	439.89	
209	1980	910	00 P 1	68.48	68.48	68.48	
209	1980	918	00 P 1			63.80	
209	1980	923	00 P 1	70.88	208.42	1,097.05	
209	1980	980	00 P 1	34.24	34.24	34.24	
		TOT	P1	856.16	1,331.43	2,592.38	
		** JOB TOTALS **		856.16 **	1,331.43 **	2,592.38 **	

CONT NO		FA PROJ NOS SOS	900002 100			00	STATE
209	1982	296	00 N 9			1,070.00CR	
209	1982	297	00 N 9			1,070.00	
209	1982	901	00 P 1 Field wk	88.40	88.40	1,989.13	
209	1982	905	00 P 1 Final Dgn.	278.05	1,131.35	1,232.65	
209	1982	910	00 P 1			6.47	
209	1982	921	00 P 1	213.66	213.66	213.66	
209	1982	922	00 P 1	18.93	18.93	18.93	
		TOT	P1	599.04	1,452.34	3,460.74	
		** JOB TOTALS **		599.04 **	1,452.34 **	3,460.74 **	

CONT NO	*	FA PROJ NOS OS	000001 100			00	STATE
210	1952	296	00 N 9			19,479.41CR	
210	1952	297	00 N 9			3,730.00	
210	1952	298	00 N 9			15,749.41	
210	1952	904	00 P 1			18,420.66	

NT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	210	1952	905	00 P 1			69.44	
	210	1952	906	00 P 1			1,076.11	
	210	1952	920	00 P 1			26.00	
	210	1952	921	00 P 1			501.99	
	210	1952	923	00 P 1			48.28	
			TOT	P1			20,142.48	
			** JOB TOTALS **		**	**	20,142.48	**

RD CONT NO		FA PROJ NOS RR0000S018	100			00	STATE
210	1971	296	00 N 9		77.83CR	129.23CR	
210	1971	298	00 N 9		77.83	129.23	
210	1971	901	00 P 1			86.48	

4512

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO.: SOS-0900(2)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80114

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-17-78	8-30-78	Non-Federal-aid	County Road

GENERAL LOCATION:
Stellar and Solar Drives Section (Sunriver)

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-22-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Approved 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8812

Deschutes

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/17/78
Donald L Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION STELLOR AND SOLAR DRIVES
Highway Deschutes Road District
County Deschutes Region 4
Type of Work G-Base Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration		X			
Project Assessment	X				
Write-off Letter					X
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.		X			
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				
NOISE:					
Noise Study	X				

Application in for permit

Section Stellar Dr. & Solar Dr. Section (8812) Programming Estimate $ _____

Highway County Roads 8-3-78 Project Length 2.2 miles

County Deschutes Completion Time 45 Cal. Days

Kind of Work Aggregate Surfacing

Prefix 209-1982-921 FA Project No. 505-090(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 61,145.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200.00	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		$ 200.00
		$ 61,345.00
Contingencies (4-1/2%)		2,760.53
Engineering (10 %)		6,134.50
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 70,240.03

APPROVED

_____
Road Design Engineer

8-3-78
ESTIMATE
OK

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date July 27, 78

Section Stellar Dr. And Solar Dr. Section
County Deschutes

Kind Of Work Aggregate Surfacing Length 2.2 miles
Name Wm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization 8%		Lump Sum	All		4500.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	—	3,644.00
3	Temporary Signs		Sq. Ft.	151	6.00	906.00
4	Flagmen Road work		Hour	200	19.00	3800.00
5	Watering		M. Gal.	450	10.00	4500.00
6	Grid - Rolled Cinder Surfacing Course		Cu. yd.	15,500	2.25	34875.00
7	Grid - Roller with Tractor		Hour	160	62.00	9920.00
						$61,145.00

56645.00 x .08 = 4531.60

Mob Rem. & R 4500.00

8812

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Deschutes Co. Rd. Dist. #1
County Courthouse
Bend, Oregon 97701
Attention of Hon. Robert L. Montgomery, Chairman

Request No. (assigned by staff engineer or head of section) CC 1801

Date March 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit PE $ 1,570.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in to advance deposit	$500.00	
		Partial transfer of the advance deposit for the Stellar and Solar Drives Section SOS-0900(2) Off System Project		$1,070.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,570.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

209-1982-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:

Regional Engineer

Approved: G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES Construction Contracts
ARRANGEMENT OF RECORDS by Contract Numbers
INDEX

INDEXING BEGINS WITH : 8295 **ENDS WITH** 8812 to be continued on Reel 203

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	202	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 25th DAY OF January 19 90 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR